

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
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American Railroad Journal.

New York, Saturday, February 1, 1862.

Little Schuylkill Railroad.

The report of this company states that the amount of coal transported in 1861 was 166,632 tons, against 317,906 in 1860. The road is in good condition, having been greatly improved during the year, and is well supplied with rolling stock. The trains have been run with great regularity and without the slightest interference with the passenger transportation which is conducted by the Catawissa Railroad Company. The East Mahonoy road, which is to be an important feeder to the Little Schuylkill road is announced as nearly completed. The receipts from all sources were as follows:

From coal rents	\$4,566 60
Railroad toll	49,033 61
Coal transportation	39,971 46
Freight on merchandise	16,059 26
Passenger and mail transportation	8,026 68
House rents	1,222 10
	\$118,879 71

The expenses during the same period were \$70,362 94, the principal items of which were transportation, \$17,897 90; coal dirt transportation, \$10,442 34, and railroad repairs, \$9,391 43.

Cleveland and Mahoning Railroad.

The earnings of this road for the fiscal years ending December 31, 1860 and 1861, were as follows:

	1860.	1861.
From passengers	\$54,765 01	\$56,643 90
" freight	146,118 39	84,157 30
" ore	158,713 99	34,206 26
" coal	5,020 96	194,907 79
" mails, etc.		5,876 19
	\$364,618 35	\$375,791 44
The expenses in 1861 were:		
Repairs of track	\$44,673 15	
" engines	13,136 18	
" cars	11,170 29	
" bridges, build- ings, etc.	6,655 37	
Running expenses	16,701 18	
Damages	315 73	
Station expenses	15,246 26	
Fuel	12,940 84	
All other expenses	21,778 57	
	142,617 57	

Net earnings	\$233,173 87
Interest and exchange ..	\$147,144 03
Taxes	6,539 74
	153,683 77

Net profit

Compared with the previous year the gross earnings show an increase of.....\$11,173 09
With an increase in expenses of..... 16,002 70

Making the decrease in net earnings...\$4,829 61

The following is a comparative statement of the passenger and principal freight carried in 1860 and 1861:

	1860.	1861.
Number of passengers	68,072	69,124
Tons of coal	168,770	205,969
Tons of ore	58,216	42,547
Pig and bar iron	12,859	13,243
Other articles	13,315	8,182
Mineral oil, bbls.	1,705	9,572

New rails, chairs, spikes and ties have been used, costing, after deducting old rails sold, \$17,691 82. A new and substantial bridge has been built across the Chagrin river in Aurora. Both track and machinery are in as good condition as they were at the commencement of the year. The report says:

The rebellion of the past year has affected the business of the road to a considerable extent, by

crippling the iron trade, and closing the Southern markets for the dairy products of the reserve, but the increase in the coal trade has nearly compensated for the loss thus sustained.

The balance sheets from the books of the company herewith submitted, gives full information upon the several matters of interest to you: and that you may see at a glance the changes made within the year, the several balances of last year are given in a separate column. The increase of \$19,245 83 in construction account is principally for extension of the main line of the road from Crab Creek to a point near Powers' Coal Bank, a distance of about one and a half mile. The traffic secured by this extension will soon re-imburse this outlay.

The item of "Real Estate Bills" is for the land near the mouth of the Cuyahoga River, contracted soon after the organization of the company, but not fully settled and adjusted until February last.

After paying current expenses, interest and taxes, the reports show a net profit of \$79,490 10, which has been devoted to the extension of the main line as above stated, the building of additional cars, and the reduction of the floating debt unavoidably incurred in completing and equipping the road.

The pressing necessities of the National and State Governments, and the consequent favorable rates at which Government securities could be obtained, put it out of our power to realize anything from the sale of third mortgage bonds towards the liquidation of this debt, which must therefore be carried for the present, devoting the surplus earnings only to its payment. From the prompt manner in which all the financial affairs of the company have been conducted, its credit is good, and hence the future managers will have but little difficulty in carrying this debt at moderate rates of interest, until it is paid off, either by the sale of bonds, or the surplus earnings of the road.

As yet no means have been devised for completing Section One, other than resorting to an increase of the floating debt, and highly important as the work is, the present managers are unwilling to resort to this.

A call will be made upon this company during the current year, for aid in building a branch road from its main line to the Hubbard and Brookfield Coal field, a distance of some ten miles; and in view of the fact that a large basin of this mineral of the quality known as Brier Hill Coal, is known to exist in that vicinity, the importance of the work, to this company, cannot be too highly appreciated. It is hoped therefore that our successors will lend the enterprise every aid in their power consistent with the interests of the stockholders.

The equipment of the road consists of 12 locomotives; 6 first class passenger cars, 5 baggage

and mail cars, and 280 freight, coal, iron and construction cars. The number of miles run by all the trains was 246,020. Number of cars hauled one mile 3,461,832. The gross earnings per mile was \$1.52.37. The working expenses per mile run \$0.59.97. Cost of fuel per mile run 4.3 cents. The operating expenses were 37.95 per cent. of the earnings, against 35.65 in 1860.

BALANCE SHEET.

Capital stock.....	\$1,167,478 74
1st mortgage bonds sold.....	850,000 00
2d " ".....	\$469,200
Do. deposited with C., C. & C. Co.....	30,000
3d mortgage bonds sold.....	499,200 00
Bills payable.....	362,800 00
Estate of Jacob Perkins.....	88,395 08
Coupons due and not paid.....	100,000 00
Sundry accounts.....	910 00
Real estate bills.....	62,662 91
Profit and loss.....	87,707 60
	257,891 28
	\$3,427,036 61
Construction.....	\$2,105,840 30
Right of way.....	97,256 74
Real estate.....	294,133 72
Docks and shops.....	68,435 03
Equipment.....	277,752 52
Fuel and Material.....	14,118 49
Pennsylvania and Ohio Canal stock.....	237,741 73
Stocks and bonds.....	63,746 25
Bills receivable.....	37,163 32
F. Kinsman, trustee.....	21,590 11
Sinking fund.....	60,100 00
Due from stock subscriptions.....	117,723 54
Sundry accounts.....	19,178 43
Cash and cash items.....	12,256 42
	\$3,427,036 62

President—DAVID TOD.

Directors—David Tod, Charles Smith, Frederick Kinsman, Dudley Baldwin, Reuben Hitchcock, Joseph Perkins, Henry B. Perkins, James Magee, R. W. Cunningham.

Vice Pres't and Supt—CHARLES L. RHODES.

Secretary and Treas.—OSCAR M. BURKE.

Master Machinist—JOHN YOUNG.

Cleveland and Pittsburg Railroad.

The operations of this road for the fiscal year ending November 30, 1861, have been as follows:

Cash on hand, December 1, 1860.....	\$6,880 93
Receipts from freight.....	682,254 14
Receipts from passengers.....	376,936 48
Receipts from mail, express, rents, etc.....	65,750 78
	\$1,121,822 33

CONTRA.

Payments for expenses of operation.....	\$616,335 41
" on Pittsburg, Fort Wayne and Chicago lease.....	85,000 00
" interest on 1st mort. bonds.....	65,730 00
" " 2d ".....	129,325 00
" " 3d ".....	123,235 00
" general interest and exchange.....	6,780 89
" for new engines and cars.....	18,011 21
" for new bridges.....	27,531 51
" for other expenses, not properly belonging to operating expenses.....	4,258 15
Assets in hands of receiver, Nov. 30, 1861.....	45,585 16
	\$1,121,822 33

The earnings of the past year have increased over the previous year \$94,303 58, while the expenses have not increased in the same ratio.

The total number of miles run by all trains has been 800,625, showing an increase of 54,013 miles over that of 1860.

The financial condition of the company at the close of the year was as follows:

	Dr.		Cr.
Construction account.....	\$3,172,139 97	Capital stock.....	\$3,846,324 11
Telegraph line.....	16,913 72	1st mortgage bonds.....	800,000 00
Personal property.....	29,818 58	2d " ".....	1,189,000 00
Balance of personal accounts.....	22,777 32	3d " ".....	1,166,000 00
Assets in hands of receiver.....	171,764 80	Funded debt bonds.....	793,120 43
		River Line ".....	145,000 00
		Income ".....	15,500 00
		Dividend ".....	123,017 27
		Bills payable.....	334,952 68
			\$3,412,914 39

The company still propose to secure 40 per cent. of the principal and interest of the bills payable, and 30 per cent. of the principal and interest of the Income and Dividend bonds still outstanding.

Of the indebtedness of the classes named, and which was embraced in the proposition made a year since, amounting at that time to \$3,050,189 39, there has been taken up by the company \$2,220,315 27, and \$793,120 43 new bonds and certificates issued therefor.

Molasses and Coffee Trade of the U. S.

Total consumption of Molasses in the United States during each of the last twelve years.

	Gallons.	Imported.
1861.....	40,191,566	20,383,556
1860.....	43,313,877	28,744,205
1859.....	54,280,970	28,293,210
1858.....	45,189,104	24,795,374
1857.....	28,508,784	23,266,404
1856.....	39,008,878	23,014,873
1855.....	47,266,085	23,533,332
1854.....	56,493,019	24,437,019
1853.....	55,586,821	28,676,821
1852.....	48,297,511	29,417,511
1851.....	43,948,018	38,238,278
1850.....	37,019,249	24,806,949

The annexed statement shows the receipts and consumption of Coffee for the past twelve years.

	Receipts.	Consumption
1855.....	238,214,533	213,878,287
1854.....	182,478,852	179,481,083
1853.....	293,112,300	175,687,790
1852.....	205,542,855	204,991,696
1851.....	218,943,870	181,225,700
1850.....	152,580,310	184,539,730
1849.....	182,244,627	187,045,786
1848.....	185,779,689	177,111,923
1847.....	243,527,306	222,310,300
1846.....	227,656,136	251,255,099
1845.....	217,871,839	172,565,834
1844.....	230,913,150	218,225,490

Steam Forge.

The extensive steam forge of FORD & PHILBRICK is located on the river side, above the Marine Hospital, in the immediate vicinity of Ganson's Stove Factory and the Iron Smelting Works. This forge contains two steam hammers and one stationary engine. The largest hammer weighs 2,500 pounds, and will forge a shaft 20 inches in diameter; the small hammer weighs 1,000 pounds, and is principally used for forging railroad car axles and small shipwork, locomotive frames, piston and connecting rods, &c. Shafting of every length and size, and all kinds of hammered shapes are made in these works. Lake Superior iron and a mixture of scrap iron are used in this forge. This is one of the most complete establishments of the kind on the Lakes, and it is alike creditable to its enterprising proprietors and to the city of Detroit. During the past year it has been principally employed on ship-work. — *Detroit Tribune.*

Finances of Ohio.

EXTRACTS FROM THE MESSAGE OF THE GOVERNOR.

The following statement exhibits, in a condensed form, the gross amount of the revenues of the State, with the chief sources whence they were derived, and also the disbursements from the several funds respectively:

RECEIPTS.	
Balance in Treasury, Nov. 15, 1860.....	\$66,209 15
General revenue—	
From taxes.....	\$685,029 18
" canal.....	143,767 13
" other sources.....	118,940 18
	942,736 47
Military Fund—	
From loans.....	\$1,212,134 45
" United States.....	345,000 00
" other sources.....	1,110 53
	1,558,244 98
Sinking fund—	
From taxes.....	\$1,493,618 07
" school lands.....	84,276 47
" other sources.....	48,103 38
	1,625,992 92
Common school fund from taxes.....	1,204,839 83
School library fund from taxes (delinquent).....	1,690 57
National road fund from tolls.....	21,492 41
Bank redemption fund from sale of stocks.....	2,000 00
Total receipts.....	\$5,423,206 33

DISBURSEMENTS.

From general revenue proper.....	\$728,776 78
From canals.....	208,129 77
Military fund.....	1,496,025 51
Sinking fund.....	1,630,340 12
Railroad coupons withdrawn.....	1,290 00
Common school fund.....	1,205,107 20
School library fund.....	6,083 82
National road fund.....	19,524 46
Bank redemption fund.....	752 25
Total disbursements.....	5,294,029 90

Balance in Treasury, Nov. 15, 1861..\$129,176 43

Of the foregoing receipts, it will be seen that \$3,885,181 63 were derived from taxes; \$327,302 06 from canal and other source of general revenue, and from tolls of National Road, from the disbursement of which no money return will be made to the State; \$1,558,244 98 from Military Fund, which will be re-imbursed by the United States, and \$36,277 47 from School Lands and Bank Redemption Fund, which constitute debt rather than revenue. Deducting the amount of revenue from the Military Fund and the balance in the Treasury from the gross receipts, leaves \$3,735,784 92 as the sum expended during the fiscal year, for the support of the State government in all its departments, executive, legislative and judicial—the common schools, the payment of the interest and \$582,000 of the principal of public debt, and all the other expenses attending the administration of the State government. The disbursements proper for the support of the State government during the year, including the expenses and salaries of the Benevolent Institutions, the Penitentiary, with the repairs and enlargement of the building, and all other expenditures, ordinary and extraordinary, were \$787,390 34 which is little more than one-half the disbursements for the support of the common schools, and about \$100,000 less than the payments on the interest of the foreign and domestic debt.

The following schedule will exhibit the taxable property of the State as valued for taxation; the respective amounts of State, county and local taxes, and the total amount of taxes levied in each of the last four years.

V. RECAPITULATION.

Taxes for all purposes.	
1858	\$9,756,650 30
1859	10,045,830 22
1860	10,817,676 84
1861	11,071,127 89

It will be seen that the taxable valuation of the State increased \$51,770,407, from 1858 to 1861, an annual average of nearly thirteen millions of dollars. The total taxes on the duplicate for 1861 exceed those for 1858, \$1,314,477 59. Of this increase, \$655,011 are for county and other local taxes. This class of burdens should be materially lessened. The authority of the Legislature is ample for that purpose. The act of the last Legislature, limiting the levy of local taxes for 1861, was in the right direction. It is to be hoped you may feel authorized to further relieve the people in that respect. Especially do the property holders of our cities feel these burdens.

I append a statement of the public debt:

Total issues of stock	Amount issued.	Amount canceled and redeemed.	Amount outstanding Nov. 15, 1861.
Issued prior to Jan. 1, 1845	\$17,395,482 50	\$10,528,927 45	\$6,866,555 05
Issued to redeem loan of 1850	4,141,468 48	.....	4,141,468 48
Issued to redeem loan of 1855	2,400,000 00	.....	2,400,000 00
Issued during 1855	700,000 00	.....	700,000 00
Issued during 1856, foreign	379,866 00	.....	379,866 00
Issued during 1861, foreign	949,377 13	.....	277,210 86
Domestic debt, 1863	882,173 45	.....	882,173 45
Domestic, issued in 1861	.....	.....	.....
Total issues of stock	\$26,798,367 56	\$11,901,094 22	\$14,897,273 34
Amount of stock canceled	.....	\$349,858 76	\$26,798,367 56
" redeemed	.....	6,099,766 98	.....
" by re-issues	.....	6,541,468 48	.....
" outstanding Nov. 15, 1861	.....	14,897,273 34	\$26,798,367 56

St. Louis and Iron Mountain Railroad.

The gross earnings of this road for the fiscal year ending October 1, 1861, were... \$212,945 69
And the expenses 145,922 11

Leaving as net earnings \$67,023 58
Last years liabilities paid... \$16,801 25
Paid for new work 12,133 45

28,734 70
\$38,288 88
Received from stock subscriptions.... 590 00

Balance carried to assets \$38,878 88

The gross earnings of the previous year were \$235,291 33, and the expenses \$175,853 55—making the net earnings \$59,437 78, an increase of \$7,585 80. The report says:

The assets, when converted into money, will enable the company to pay off all liabilities except for interest on State and county bonds. These liabilities, on the 1st October, are shown to be \$27,387 88 by the financial tables herewith appended.

The road and bridges (except Big river bridge)

are in good condition throughout. On the morning of the 15th of October Big river bridge was burnt by incendiaries, which has caused great interruption in our business; but the bridge is being rapidly though temporarily rebuilt. We expect the cars will be running over it the present week. We have constructed two bridges this year. One, of wood, over Sandy Creek, which cost at the rate of twenty-two dollars per lineal foot. One of iron, over the Joachim Creek, which cost at the rate of fifty dollars per lineal foot. The iron bridge is constructed after a model patented by Mr. J. L. Jones, a resident of St. Louis, combining the principles of the Howe truss bridge. It has been examined by practical iron men, and thoroughly tested as to strength, and by every one is regarded a success. This is the first bridge built after this model; the first iron bridge West of the Mississippi river, and is constructed wholly of Iron Mountain iron.

The rolling stock has the past year been neither increased nor diminished, and is generally in good condition for service. At the beginning of the year, the board appropriated ten thousand dollars for the purchase of a steam or locomotive car to ply between St. Louis and Carondelet. Our Master Machinist, Mr. Hewitt, visited the shops where this kind of work is constructed in Ohio, and obtained proposals for such a car, but before the arrangements were closed, our business and earnings were so diminished in consequence of the troubles in the country, it was thought advisable to construct an engine of proper dimensions in our own shops and place it on one of our passenger cars for this service. This has been done under the direction of Mr. Hewitt. This steam car has been run several trips very successfully, and bids fair, in ordinary times, to answer all the purposes desired, the cost for construction being less than thirty-seven hundred dollars.

The arrangement heretofore made with the city of St. Louis for filling in Main street between Miller and Lesperance streets, is being carried out as rapidly as possible. We have constantly engaged in this work one locomotive and thirty dirt cars, an engineer and four men; the workhouse hands load the cars. Dirt has been filled in to the top of the trestling all along. Should nothing prevent, not many months will be required to open Main street between Miller and Lesperance streets to all kinds of vehicles.

Under the direction and patronage of the United States authorities, the Western Telegraph Company have this summer erected a telegraph line throughout the length of your road, which very much facilitates our own convenience, as well as that of the public authorities and the community. These authorities have also constructed a connection between the Pacific and North Missouri Railroads and the Iron Mountain Railroad, at the Plum street depot.

It is worthy of remark that our outlays this year for damages to stock and property are only \$1,694; that of last year for the same account was \$3,200. Our expenses for extraordinary repairs for locomotives and cars, for injuries received on the road this year, is \$1,788 04, against \$6,216 24 of last year. These favorable differences, we believe, are largely due to the wise policy which the Board a year ago adopted in rewarding engine men and firemen for avoiding, for stated periods, accidents by collisions, running off the track, killing stock, &c. If this policy is valuable as promoting economy, how much more valuable is it as furnishing additional security of life to passengers! About one thousand dollars have this year been appropriated in this manner, in which nearly all our enginemen participate.

The hopes that were, twelve months ago, entertained by the Directors and friends of this road of material improvement in the business the past year, and for active operations by this time in extending the road south of Pilot Knob, have not been realized, for reasons familiar to every one. Every reasonable effort was made last winter to procure from the Legislature further aid for this extension: but they were unavailing.

I. TAXABLE PROPERTY VALUATION.

	1858.	1859.	1860.	1861.
Number of acres	25,298,968	25,320,842	25,511,705	25,871,267
Value of lands	\$437,188,132	\$438,439,600	\$492,598,587	\$493,969,580
Do. town and city lots	153,102,815	155,674,404	147,300,724	149,792,432
Do. chattels	250,514,084	251,785,947	248,408,200	248,808,476
Total taxable valuation	\$840,800,031	\$845,899,951	\$888,302,601	\$892,570,438
Total county taxes				\$2,849,219 80
Total county taxes				\$3,151,139 74
Total county taxes				\$3,169,021 46

III. COUNTY TAXES.

	1858.	1859.	1860.	1861.
For county expenses	\$1,180,389 20	\$1,305,095 69	\$1,309,137 46	\$1,309,137 46
For bridge purposes	361,988 66	398,403 37	437,538 40	437,538 40
For poor	222,471 94	277,323 12	260,607 20	260,607 20
For building	328,564 57	274,664 16	328,444 13	328,444 13
For road	350,435 08	402,293 60	394,424 77	394,424 77
For railroad	452,430 35	493,359 80	538,869 50	538,869 50
Total county taxes	\$2,849,219 80	\$3,151,139 74	\$3,169,021 46	\$3,169,021 46

IV. OTHER LOCAL TAXES.

	1858.	1859.	1860.	1861.
For township expenses	\$284,051 32	\$309,635 07	\$349,360 86	\$349,360 86
For special school and school houses	1,438,810 88	1,440,249 72	1,457,247 44	1,457,247 44
For other special purposes	216,425 06	245,860 57	349,236 33	349,236 33
For city, town and borough purposes	1,417,391 07	1,471,958 06	1,506,093 86	1,506,093 86
Total township & city special taxes	\$3,355,678 33	\$3,467,703 43	\$3,691,928 49	\$3,691,928 48
Grand total county & other local taxes	\$6,205,893 13	\$6,618,843 17	\$6,860,949 95	\$6,860,949 94
Delinquencies and forfeitures	\$572,630 02	\$428,576 45	\$453,013 46	\$585,987 03
Total State tax	\$2,978,122 15	\$2,997,918 60	\$3,508,712 93	\$4,056,106 88

BALANCE SHEET.

Capital stock.....	\$1,971,127
State of Missouri bonds.....	3,507,000
Floating debt.....	28,887
Total.....	\$5,499,515
Graduation, masonry, bridges and super- structure, including iron, &c.....	\$3,341,078
Station buildings, engine houses, ma- chine shops, machinery, &c.....	180,997
Land damages and real estate.....	150,242
Contingent expenses and legal services.....	63,876
Potosi Branch Railroad.....	67,969
Engineering.....	156,862
Rolling stock.....	344,006
Discounts and interest.....	1,227,050

Total.....\$5,532,081

President—S. D. BARLOW.

Directors—S. D. Barlow, Frederick Gottschalk, D. G. Taylor, John Evans, John H. Morse, Dr. Frederick Hill, Carlos S. Greeley, Geo. Patridge, Isidor Bush, Benjamin Farrar, James Lindsay, Jules Valle, Bernard Poepping.

Superintendent—JAMES A. FELPS.

Sec. and Auditor—ADDISON WARE.

Mandamus Against the City of Pittsburgh.

LIABILITIES OF CITIES—HOW JUDGMENTS AGAINST THEM ARE COLLECTED IN PENNSYLVANIA.

The case of *Evans vs. The City of Pittsburgh* was an application for a mandamus to compel the city to pay the plaintiff the amount of his demand, and has been recently determined by the Supreme Court of that State. The plaintiff had obtained a judgment against the city, and the question considered was, what was his appropriate method of compelling payment.

One section of a statute of Pennsylvania enacts, that when any person has obtained a judgment against a county, he may have execution therefor as follows, and not otherwise—that is to say: "The court in which the judgment is, may issue a writ commanding the commissioners of the county to cause the amount thereof, with interest and costs, to be paid out of any money's unappropriated of such county, or if there be no such moneys, out of the first moneys that shall be received for the use of such county." Another section enacts that if judgment be obtained against a township, the like proceedings may be had. The act does not touch upon cities further than to say, in one section, that every city shall be deemed and taken to form part of the county in which it is, saving however, to such city, the right, privileges, and immunities, &c., granted by its charter and the laws.

The city of Pittsburgh occupies a small portion of Allegheny County; the county having its county and township officers, such as the act prescribes; and the city having its officers, according to its charter: but not after the county names or models, or in any such form as the act contemplated for counties and townships.

There is also an act of the Legislature of Pennsylvania forming a part of what is termed the "Revised Code," which regulates the whole subject of ordinary executions. One of its heads is "Of executions against corporations." It proceeds to order and regulate, by detailed provisions, the whole subject of executions against corporations generally; but it excepts from these provisions "any corporations being a county, township or other public corporate body." The Legislature seemed to have considered that the ordinary exe-

cution, attachment for debt, or other like process, was hardly to be given against municipal corporations, as if so allowed, the wheels of government might be stopped, and the whole municipality be thrown into complete disorder. The creditor who dealt with a city was perhaps expected to trust largely to public faith.

The question then before the court, was whether Evans was entitled to a mandamus or order upon the comptroller of the city, to deliver to him an order on the treasurer (these, and not commissioners being its fiscal officers), for the amount of his judgment to be paid out of the first moneys, which should come into his, the treasurer's hands; in other words, to have a mandamus execution.

The following is the opinion of the court, delivered at the decision of the case, after it had been thoroughly and ably argued both for and against the city.

GRIER J. The writ of mandamus, though originally treated as a prerogative writ has in modern times been used as a remedial process, and has been literally interposed for the benefit of the citizen and the advancement of justice. Whenever a party had a legal right and no other specific legal remedy this will not be denied—nor will it be a ground of refusal that the party might have a remedy in equity, or even in that there may be another remedy if such remedy be absolute. The great multiplication of corporations both municipal and private of modern times, the readiness of Legislatures in conferring on them most extensive and dangerous powers, demand of the courts the most liberal application of this remedy to prevent a failure of justice.

The Act of Assembly of this State passed on the 15th of April, 1834, relating to counties and townships, presents a method by which those having judgments against these quasi corporations, may have a remedy by means of the remedial writ of mandamus, and as these corporations have no property which should be properly made subject to levy and sale, it restrains the use of other process.

It is but the legislative extension of the common law remedy of mandamus, and a modification of the process, to suit the peculiar functions and officers of these anomalous corporations, and make it more simple in practice, as it issues only where a court of justice has given a judgment which makes it the duty of the officers of the corporation to pay a certain sum of money, it dispenses with the form of an alternative mandamus. It assumes that the officers whose duty it was to lay and collect taxes sufficient to pay all just demands against the corporations have done so, and gives the party aggrieved a right to satisfaction out of the moneys in the treasury unappropriated, and if there be no such moneys, then out of the first moneys that shall be received. Now it is true, that the peculiar form of process is presented in an act relating to these quasi corporations, and in its letter refers only to counties and their peculiar officers called "Commissioners," and that cities which are public chartered corporations, having much more enlarged powers, privileges and duties, are not specifically named. Cities often are possessed of stocks and other property not devoted to special public use which might well be levied on to satisfy a judgment against it.

But where a city has no such property (as in

this case) and its officers obstinately refuse to satisfy a claim which courts of justice have pronounced to be legal and just, there will be an entire failure of justice unless this remedial writ of mandamus be issued and enforced by the court whose judgment is publicly set at defiance.

States claiming sovereign or quasi sovereign powers may repudiate their contracts if they are content to abide the scorn of the civilized world, because there is no superior with power to compel obedience. But this sovereign right to defraud makes no part of the privileges or immunities granted by the charters of city corporations. They are subject to the laws as much as private corporations or individuals, and when the courts have adjudged that they shall pay a sum of money due on their contracts it is bound to find a remedy for the party aggrieved by their refusal.

This modification of the mandamus process by the Legislature has the merit of simplicity in form, while it is effective for the purposes intended, and accordingly the Supreme Court of the State, in the case of *Monaghan vs. The City of Philadelphia* have unanimously decided that "although cities are not expressly named yet they are clearly within the spirit of the act." Besides, by the act of 16th June, 1836, sec. 3, "relative to the jurisdiction and power of courts," it is made the duty of the Supreme Court to devise and establish such new writs and forms of proceedings as in their opinion shall be necessary and convenient, &c. That court had, therefore, full power and authority to adopt this remedial writ, devised by the Legislature in the act regulating counties, and apply it to the case of cities—and by this decision they have done so, *sic volo sic jubeo* would have been a sufficient reason. The suggestion that the city of Philadelphia embraces the whole counties like many other cumulative reasons add nothing to the heap. This court has by rules adopted the form of State process as construed and confirmed by the Supreme Court. In a former case in this court decided by my Brother McCandless, the motion was to set aside an execution levied on stocks belonging to the city.

The counsel for the city then contended that the only remedy which the court had an authority to give, was this writ of mandamus. But the court refused to set aside the execution and levy, because the prohibition of other process in the act would only apply to the case of a county, and was very properly intended to prohibit the levy and sale of the Court House, jail and other property held for public use, and that the process of mandamus adopted by the court need not be resorted to in this court where the plaintiff had another sufficient remedy by levy and sale of stocks and other property not so used.

The question as to the power of this court to issue a mandamus in such case is decided in the case of *Knox County vs. Aspinwall*, 24 Howard, 383. Mandamus issued.

New Jersey Railroad and Transp. Co.

The accounts of this company present a favorable condition of the road, especially for a year during which the cities on the line of its route have suffered a great reduction in their business: The receipts for the year are.....\$991,829
Expenses.....\$491,994
Two dividends of five per cent.
each, including the one now
declared.....439,670

931,664

Leaving to be passed to surplus account...\$60,165

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Price of shares.	
						Passenger.	Freight, etc.					Borrowed and Mortgage Debt.	Floating Debt.	Gross.	Net.				Dividends.			
																				No.		No.	p. c.	p. c.
M.	M.	M.	M.	No.	No.	No.	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.	p. c.			
ALABAMA.																						
30 Jun. '60	65.0			50.6	2	2	19	Alabama and Florida	1,451,386			877,963	503,500	105,255	1,515,704	54.0		101,102	37,866			
28 Feb. '59	30.3			58.1	2	2	19	Alabama and Mississippi	461,505	30,991		335,010	109,500	21,632	518,965	30.3		55,791	131,852			
31 May '60	109.6			67.8	11	9	102	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,006	777,777	240,485	2,476,023	109.6		207,626	111,232			
30 Jun. '59	57.0			171.3				Mobile and Girard	1,500,000							57.0	236,791	76,773	21,006			
1 Apr. '60				67.2				Mobile and Great Northern	84,230			36,546	79,664		116,310							
31 Dec. '59	342.9	13.5		168.5	25	18	361	Mobile and Ohio	7,853,467	862,129	114,894	3,481,791	471,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610			
29 Feb. '60	88.5	28.4			23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,709	682,622	23,579	2,582,505	116.9		605,156	260,269	6		
6 Dec. '59								North East and South West	600,000			650,000			1,030,957							
ARKANSAS.																						
30 Nov. '58	38.5			107.5				Cairo and Fulton														
								Memphis and Little Rock	553,877	*		351,544	446,000	10,725	811,949							
CALIFORNIA.																						
30 Dec. '60	22.5							Sacramento Valley	1,493,850	*		793,850	700,000		1,493,850	22.5		220,251	104,594			
CONNECTICUT.																						
31 July '60	23.8		2.8		4	4	43	Danbury and Norwalk	843,103	59,373		307,010	96,500			23.8	45,543	77,028	31,866	16		
31 Jun. '61	122.4		15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511		1,936,739	1,810,500	319,444	4,373,922	122.4	252,906	359,144	149,477			
31 Aug. '61	61.4	1.6	64.5		18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,950,877	73.0	323,491	712,876	354,136	14		
31 Dec. '60	74.0				11	11	240	Housatonic	2,439,775		6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038			
31 Dec. '60	57.0		1.3		7	11	179	Naugatuck	1,381,800			1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8		
31 Dec. '60	62.0		2.6		6	12	29	N. Haven, N. London and Ston.	1,454,040			738,538	750,000	156,429	1,644,967	62.0	127,390	135,072				
31 Dec. '60	46.0	8.8	4.9					New Haven and Northampton	1,400,000			922,500	600,000		1,422,500	55.2	120,671	149,317	149,317	5		
31 Dec. '60	66.0		5.2		7	7	111	New London Northern	1,399,409	174,159		510,900	1,052,100		1,573,568	66.0	148,820	130,295				
31 Mar. '61	61.3	1.0	63.8		31	74	368	New York and New Haven	4,640,607	675,264		3,900,000	1,890,000		1,717,623	117.4	579,659	925,075	325,573			
30 Nov. '60	66.0		8.5		14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286		66.0		358,362	159,006	8		
DELAWARE.																						
31 Oct. '59	84.0		10.0					Delaware	1,547,825	*		361,478	931,500	112,029	1,547,825	84.0			75,672			
31 Oct. '59	16.2							Newcastle and Frenchtown	723,561			744,520		4,641	749,171	5.0		21,195		6		
FLORIDA.																						
30 Apr. '60	154.2		3.0	13.0	8	1	6	Florida	532,791	30,586		191,485	195,000	75,894	619,112	32.0		7,857	3,535			
30 Jun. '59	31.3		2.0	28.6	2	1	24	Florida and Alabama	396,310	25,608		205,781	204,600	164,670	594,836	19.3		10,255	1,504			
30 Jun. '59	25.5	3.9		227.0				Pensacola and Georgia								29.4						
GEORGIA.																						
30 Jun. '60	86.7				16	7	124	Atlanta and West Point	1,192,389	*		1,250,000	126,000		1,597,385	86.7		418,036	265,827	8		
31 Dec. '59	30.0				133.5			Atlantic and Gulf—M. Trunk	1,032,200	*		733,700	129,500			30.0						
30 Apr. '59	53.0							Augusta and Savannah	755,000			151,887				53.0		168,988	95,612			
30 Nov. '60	43.5				23.7		62	Brunswick and Florida	4,366,800			4,366,800			6,590,173	229.0	879,468	1,716,025	764,574	10		
30 Mar. '60	191.0				53		697	Central of Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500		8,123,343	232.0		1,159,158	628,043	8		
30 Nov. '60	171.0	61.0			19	16	171	Georgia (and Bank)	1,500,000			1,500,000		12,295	1,658,976	102.5	226,241	404,618	212,676	19		
31 July '59	50.0				7	2	107	Macon and Western	774,244	162,534		669,950	249,000		1,026,868	50.0		202,714	110,516	8		
1 May '58	68.1				3	4	33	Muscogee	1,386,634	52,374		1,275,901	10,200	180,621	1,473,140	71.6						
31 July '60	106.1	100.8	16.2		18	22	201	Savannah, Albany and Gulf	3,770,425	*		2,921,900	596,500	19,913	3,822,913	228.8			388,853	13		
30 Sep. '59	138.0				52	24	706	South Western	5,901,497	*		built and own'd by State.				138.0		532,343	454,541			
ILLINOIS.																						
31 Dec. '60	220.0				38	36	647	Chicago, Alton and St. Louis	10,000,000			8,500,000	4,500,000		10,000,000	220.0	845,981	994,569	225,786	13m		
30 Apr. '61	138.0		26.0		62	31	690	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516		10,195,257	168.0		1,514,478	242,564			
31 Dec. '58	45.0				6	14	101	Chicago and Milwaukee	1,799,894	67,569	120,000	762,365	762,365	188,095	2,050,065	45.0	14 mo.	243,282	135,284			
1 Apr. '60	104.0							Chicago and Milwaukee	9,344,863			2,000,000	7,369,084	75,829	9,344,863	194.0	10 mo.	394,656	139,822			
30 Jun. '60	181.8				58	57	960	Chicago and Northwestern	6,913,554	*	115,285	5,603,000	1,397,000		7,475,049	228.4		1,093,934	309,567	3		
10 Nov. '58	33.2							Chicago and Rock Island	580,000			580,000			580,000	33.2						
31 Dec. '60	121.0	138.5	74.5		66	63	1,369	Fox River Valley	8,040,565	1,311,916	319,903	6,028,300	3,524,000		10,469,355	261.3	792,029	1,462,752	652,260			
31 May '61	175.0				113	96	2,305	Galena and Chicago Union	5,022,926	*		1,900,000	2,291,000			175.0		485,943	181,529			
31 Dec. '60	454.8	252.5			81.5			Great Western	27,195,391	*		15,654,980	15,672,240		33,221,720	708.3		2,721,591	850,630			
INDIANA.																						
31 Dec. '58	148.0							Illinois Central	4,970,686	*		1,780,295	3,292,403			148.0						
31 Dec. '58	46.6							Indiana River				600,000				oper. by Chic. & R. Is.		125,000				
31 Dec. '58	186.0							Peoria and Bureau Valley	5,400,000	*		1,569,889	2,200,000			186.0						
31 Dec. '58	100.0							Peoria and Hannibal	1,973,555	*		800,000	1,200,000		2,000,000	100.0	oper. by Chic. & R. Is.		Quincy.			
31 Dec. '58	168.5	39.8	12.2		31	30	424	Peoria and Quawka								oper. by Chic. & R. Is.		823,767				
31 Dec. '58								Rock Island Bridge	7,008,968	623,487		5,026,903	5,035,615	741,040	8,565,252	208.3						
31 Dec. '58								Terre Haute, Alton & St. Louis	2,030,433	*		1,106,079	1,006,125			108.0						
IOWA.																						
31 Jan. '58	75.5			201.5				Cincinnati and Chicago	1,514,257	*		762,733	605,000	92,663	1,542,768	60.0						
31 Dec. '59	86.0							Cincinnati, Peru and Chicago	1,350,000			116,072	860,000	309,054		86.0						
31 May '58	50.1			269.0	8	8	86	Chicago, Iowa and Nebraska	1,579,988	166,823		838,036	965,000		2,267,313	60.1	7 mo's.	85,239	46,771			
1 Jan. '58	38.5			438.0				Dubuque and Pacific				245,000	755,000									
1 Jan. '58	11.2			101.3	4	4																

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Y ears ending.	Railroad.			Road in progress or projected.	Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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31 May, '59	36.5	---	---	---	4	21	Androsoggin	757,351	*	---	151,833	444,638	160,910	757,381	36.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

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						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.	Net.						
M.	M.	M.	M.	No.	No.	No.																
New York.																						
30 Sep. '60	82.9			140.0	6	12	53	Albany and Susquehanna	548,221			507,957			46,139	554,096	oper. by Re					
30 Sep. '60	82.9							Albany and Vermont	1,857,002	136,038		439,005	1,575,099		60,000	2,389,559	oper. by W					
30 Sep. '60	83.3							Albany and West Stockbridge	2,389,559			1,000,000	1,389,559			2,389,559	oper. by W					
30 Sep. '60	38.9			44.0	2.6		89	Black River and Utica	1,155,289	81,445		822,371	745,500		7,121	1,574,992	14.5	22,712	34,310	19,886		
30 Sep. '60	14.8				1.6			Blossburg and Corning	496,661			260,000	220,000			42,102	14.5	325,499	68,676	28,168		
30 Sep. '60	14.5				7.0			Brooklyn Central and Jamaica	543,372	40,247		448,750	86,000			130,000	24.7	2,904,887	520,856	110,806		
30 Sep. '60	24.7				0.9	23.4	158	Brooklyn City	928,356	335,870		1,000,000				1,130,000	24.7	2,904,887	520,856	110,806		
30 Sep. '61	142.0				14.9	18.6	28	Buffalo, New York and Erie	3,165,147		208,817	550,000	2,412,534		212,072	3,683,579	175.0	483,412	593,845	187,704		
30 Sep. '60	68.3				14.0	28	34	Buffalo and State Line	2,267,158	521,126		1,950,950	1,049,000		27,546	3,027,496	87.5	317,860	911,026	498,047		
30 Sep. '60	34.6				38.1			Cayuga and Susquehanna	719,050			843,500	800,000		75,560	719,050	oper. by Erle					
30 Sep. '60	17.4				2.9			Chemung	400,000			880,000	70,000			500,000	oper. by Erle					
30 Sep. '60	46.8				10	8	83	Elmira, Jefferson & Canand.	500,000			600,000				500,000	oper. by Erle					
30 Sep. '60	17.3				8.0			Hudson and Boston (West'n)	175,000			175,000				175,000	17.3	46,981				
30 Sep. '60	144.0				115.1			Hudson River	10,618,078	1,182,372		3,758,466	9,107,000		182,106	15,000	987,065	2,047,146	778,121			
30 Sep. '61	84.0				2.5	10.8		Long Island	2,077,132	489,138		1,852,716	755,998		12,283	2,620,907	101.6	258,763	348,021	119,454		
30 Sep. '60	297.8	268.1	313.8		211	237	3,171	New York Central	26,267,149	5,267,077	921,131	24,000,000	14,613,005		209,356	41,045,289	654.9	7,306,042	2,601,063			
30 Sep. '60	446.0				219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505		2,074,795	38,401,300	496.0	3,019,000	5,180,321	1,827,400		
30 Sep. '60	138.0				33	98	576	New York and Harlem	8,022,786			5,717,190	6,055,752			152.9	1,142,851	433,716				
30 Sep. '60	8.0				2	8		New York and Flushing	244,412	34,756		120,000	185,000		6,000	261,000	8.0	40,880	36,352	26,346		
30 Sep. '61	99.0							Niagara Bridge and Canand.	1,000,000			1,000,000				1,000,000	oper. by Central					
30 Sep. '60	118.0				28	14	578	Northern (Ogdensburg)	4,809,856			1,500,000	3,077,000		4,577,000	121.8	895,123	458,912	163,080			
30 Sep. '60	35.9				7	6	46	Oswego and Syracuse	701,002			396,340	213,500		4,875	592,840	35.9	69,759	119,666	64,753		
30 Sep. '60	75.4				2.3			Pottamdam and Watertown	1,537,509	62,517		665,419	1,000,000		192,748	75.4	79,240	80,611	37,436			
30 Sep. '60	25.2				5	13	70	Rensselaer and Saratoga	755,124	167,048		610,000	140,000		750,000	59.2	119,325	269,353	131,525			
30 Sep. '60	18.6				21.3			Rochester and Genesee Valley	654,021			557,580	150,000		19,980	oper. by R. N. Y. & E.	22,047					
30 Sep. '60	18.0				1.2			Sackett Harbor, Rome & N.Y.	70,468	1,060		10,805			61,213	18.0	3,865	634				
30 Sep. '60	21.0					2	2	Saratoga and Schenectady	480,684			800,000	83,000			oper. by Rens. & Sar.						
30 Sep. '60	40.8				9	11	84	Saratoga and Whitehall	820,518	81,166		500,000	378,000		3,376	47.3	114,731	175,604	60,113			
30 Sep. '60	13.0				2	6		State Island	251,389	86,443		62,731	162,087		63,374	13.0		15,720	11,800			
30 Sep. '60	81.3				13	12	117	Syracuse and Binghamton	2,854,212			1,200,130	1,643,153		121,065	51.0	191,579	227,488	139,817			
30 Sep. '60	31.9				10	9	123	Troy and Boston	1,696,326	168,437		605,911	806,500		247,155	112.0	280,643	312,066	160,237			
30 Sep. '60	6.0							Troy and Greenbush	258,835	36,078		274,400				oper. by Hud. s. River.						
30 Sep. '60	2.1				21			Troy Union	752,801			30,000	680,000			oper. by other Co's.						
30 Sep. '60	94.7				17	11	288	Watertown and Rome	1,943,040	327,304		1,499,000	772,400		66,112	96.7	212,235	351,167	178,067			
NORTH CAROLINA.																						
31 May, '60	94.9				6.4			Atlantic and North Carolina	2,167,508			1,545,225	400,000		276,372	2,419,401	94.9		103,953	85,672		
31 May, '60	223.0							North Carolina	4,235,000			4,000,000				223,000						
31 May, '60	97.0							Raleigh and Gaston	1,240,241			973,300	126,200			97.0		206,917	108,541			
30 Sep. '60	161.5				23	18	182	Wilmington and Manchester	2,632,737		232,900	1,130,470	1,045,000		51,300	2,934,509	171.9		469,458	219,688		
30 Sep. '60	161.9				24	32	144	Wilmington and Weldon	2,869,223		107,000	1,340,213	791,055		102,391	3,114,954	171.0	323,069	477,554	235,201		
15 Mar. '60	81.0				192.5			Western North Carolina	2,000,000			4,700	290,212		70,860	364,072						
OHIO.																						
31 Dec. '59	118.2				17	12	208	Atlantic and Great Western	613,231			566,939			77,294							
1 Aug. '59	137.0				41	39	608	Bellefontaine and Indiana	3,027,931		10,000	1,859,813	1,256,750		71,680	3,256,750	118.2		314,091	102,765		
31 Mar. '61	60.3				22	28	432	Central Ohio	5,679,508	922,670	106,133	1,625,356	3,673,000		1,126,458	6,810,432	141.0		597,633	173,566		
31 Dec. '60	30.0				69.1			Cinc., Hamilton and Dayton	2,048,298	504,892	68,747	2,155,800	1,356,000			3,708,392	198.3	382,987	644,229	282,700		
1 May, '59	181.8				31.0	16	10	Cinc. and Indianapolis Junc.	6,250,841			2,441,176	3,032,000		228,973	131.8	304,168	190,745	19,180			
31 Dec. '60	136.4				22	31	495	Cinc., Wilmington and Zanesv.	4,029,200	614,411	512,333	4,746,100	619,000		4,201	5,705,123	141.2	655,162	1,085,799	580,621		
31 Dec. '60	67.0				18.0	12	11	Cleveland, Columbus and Cinc.	2,600,017	288,303	298,971	1,155,152	1,693,200		304,182	3,341,020	67.0	230,461	369,849	238,008		
31 Dec. '60	95.4				30	42	470	Cleveland and Mahoning	3,321,635	549,593	541,503	3,000,000	1,802,000		96.6	402,935	1,063,405	635,647	15			
30 Nov. '58	101.0				42			Clev., Painesville & Ashtabula	3,220,288			3,942,338	4,018,325		653,821	9,061,102	203.5	646,413	772,093	332,068		
31 May '61	106.2				32	46	409	Cleveland and Pittsburgh	6,697,178	483,160	89,298	3,345,300	3,850,570		196,413	7,612,406	188.6	919,971	493,966	4		
31 Dec. '58	61.4				53.0	6	99	Cleveland and Toledo	1,674,692			889,873	875,250		632,486	61.5	76,120	68,128	19,763			
31 Dec. '58	72.0				31.0	6	103	Clev., Zanesville and Cincin.	2,555,000			750,000	1,600,000		206,000	72.0	144,000	84,000	17,780			
30 Nov. '58	54.5				10.4			Columbus and Indianapolis	1,376,250	392,909	112,784	1,490,000	290,700		60,500	1,965,539	oper. w. Lit.	Miam.	170,795			
31 Mar. '61	144.0				7.9			Columbus and Xenia	5,087,571	112,644	4,800	2,185,762	2,521,700		350,824	5,241,812	144.0		375,002	212,107		
31 Aug. '60	35.6				5	3	87	Dayton and Michigan	999,175	104,912		307,246	716,000		80,845	1,104,086	36.6		62,025	3,566		
31 Aug. '60	15.0				47.0	3	2	Dayton, Xenia and Belpre	860,496			457,888	422,658			16.0	40,064	64,000	33,000			
31 Dec. '60	45.0				84.0	6	72	Baton and Hamilton	1,101,744	79,022	62,630	439,782	728,863		162,694	1,358,867	45.0		162,328	43,866		
31 Dec. '60	82.0				34.0	1	2	Bremont and Indiana	888,000			300,000	473,000		75,000		47.0	60,901	63,141	13,575		
31 Aug. '59	93.0				89	32	602	Greenville and Miami	173,830			118,865	60,000		3,965	1,883,343	55.					

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.			
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.	Net.							
																				No.	No.		
31 Oct. '60	48.9		3.2	99.5	7	7	65	PENNSYLVANIA, (Continued.)	2,724,803	81,136		1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690				
30 Jun. '61	467.5		63.7		104	80	1,261	Pittsburg and Connellsville	17,479,905	*	31,408	6,296,367	10,192,155	1,791,166	18,487,835	467.5	1,948,501	2,335,353	761,554		4		
30 Sep. '59	31.0			11.0				Pittsburg and Steubenville	1,947,402	*		1,221,277	280,000										
30 Sep. '59	54.0		3.0		7	7	29	Schuylkill and Susquehanna	1,258,700	*		1,258,700	97,000		1,355,700	54.0							
30 Sep. '59	9.2	15.3	14.9					Schuylkill Valley	573,616	*		568,150			573,616	24.5			34,501	29,604	34		
31 Mar. '61	28.0	1.2	2.0		4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227				96,227	54,582			
31 Dec. '59	148.0			140.0				Sunbury (Phila.) and Erie	6,393,712	107,252		4,506,920	4,369,070	861,271	10,169,860	148.0			114,126	61,848			
30 Nov. '59	29.6	6.5	31.9		8	3	127	Tioga	703,349	85,932		97,550	396,000			29.6			83,072	47,007	6		
30 Sep. '60	26.4		2.1		4	11	9	Westchester and Philadelphia	1,410,638	74,677		682,170	944,169	52,434	1,079,301	26.4			125,597	4,502			
30 Sep. '60	78.0		6.0		16	8	126	Williamsport and Elmira	4,050,314	*		1,500,000	2,200,000	293,895		78.0	199,878	238,420	860,339		44		
1 Jan. '60	50.0		2.0		12	17	103	RHODE ISLAND.	2,158,000	*		1,508,000	276,800			62.0	240,449	331,522	106,782	5	55		
30 Nov. '58	13.6		0.5					N. Y., Providence and Boston	434,098	1,588		287,917	109,937	36,139		13.6	23,514	23,006	1,278				
31 Dec. '58	13.2	1.5		182.4	2		28	PROVIDENCE, WARREN & BRISTOL	2,126,539			1,916,515	217,577		2,134,092	13.2							
31 Dec. '58	54.9			47.4	4	3	21	Blue Ridge	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9							
31 Dec. '58	109.6				13	9	176	Charlotte and Savannah	1,201,045	*		1,201,000	384,000			109.6			283,263	151,536	6		
1 Jan. '60	40.3							Charlotte and South Carolina	600,000	*		400,000	200,000			49.3							
1 Jan. '60	143.2	21.3						Cheraw and Darlington	2,439,769	324,161		1,429,008	1,145,000	245,540	2,919,554	143.2			341,190	125,871			
31 Aug. '58	22.5							Greenville and Columbia	196,230	*		200,000			200,000	22.5							
31 July '58	32.0							Kings Mountain	543,403	*		400,000	106,218		575,729	32.0			27,568	8,527			
28 Feb. '60	102.0							Laurens	2,011,652	*		985,743	960,410	108,172	2,067,325	102.0			220,014	96,145			
31 Dec. '60	136.0	106.0			62	50	790	North-Eastern										1,499,636	701,943	7			
31 July '58	25.1			41.9				South Carolina								25.1							
30 Sep. '60	47.6							Spartanburg and Union															
1859.				17.0	2		14	TENNESSEE.	1,021,439	58,183		505,214	514,000	99,110	1,137,707	47.6			29,967	19,187			
1859.	30.0		1.8		12	10	171	Central Southern (Tenn.)	857,947	*		333,204	612,000	60,900		30.0	29,845	9,359	7,486				
1859.	140.0		8.0		10	10	128	Edgely and Kentucky	3,637,367			1,289,673	2,020,000	200,000		140.0			318,718	187,466			
1860.	271.6	19.4	20.0		43	37	667	East Tennessee and Georgia	2,310,033	156,264		536,654	1,902,000	390,407		130.3	150,142	297,806	319,167				
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Charleston	5,966,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	271.6			1,635,096	873,597			
1859.	100.0		30.6	55.8				Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000									
1859.	59.0		40.1		7	5	119	Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000										
1859.	47.4		2.3		4	5	46	Mississippi and Tennessee	1,137,400			798,285	554,949	319,518		59.0	69,870	177,256	60,029				
1859.	34.2				12	2	51	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4	54,175	33,129	44,666				
30 Nov. '60	149.7	44.0	7.9		39	17	819	McMinnville and Manchester	533,307	56,516		144,894	406,000	6,000		34.2	30,065	23,808	13,892				
1859.								Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000			149.7			734,118	337,384	6		
1860.	45.8		4.2	11.7	5	5	32	Nashville and Northwestern								45.8							
1859.	30.0		0.6	8.0				Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		30.0	67,950	127,953	87,243				
1859.	32.0			158.0				Winchester and Alabama				216,962	415,000	408,477				1,245					
1859.	56.0			184.0				TEXAS, (all aided by State.)								32.0							
1859.	50.0		1.5	75.0	2	1	40	Buffalo Bayou, Braz. & Col'do								56.0							
1 May '60	70.0		6.0	280.0	7	5	124	Galveston, Houston & Henderson	1,250,000			275,000	240,000	171,560		70.0	31,300	32,670					
1859.	25.0			110.0				Houston and Brazoria	4,232,345	*		455,000	975,000	369,000		25.0							
1859.	28.0			756.0				Houston and Texas Central								28.0							
1859.								San Antonio & Mexican Gulf															
1859.								Southern Pacific															
31 May, '61	90.7		8.6	19.6	8	8	183	VERMONT.	1,514,132	193,422		1,280,400	800,000	60,589		90.7	118,219	183,750	92,683		80		
31 Aug. '60	119.6		13.0		26	18	600	Connect. & Passumpsic Rivers	3,989,708	617,743		2,233,376	3,172,550	679,119	6,385,045	119.6			349,440	334,368			
31 Aug. '60	62.0				10	6	174	Rutland and Burlington	1,771,683	*		950,000				62.0			142,839	150,318			
31 Aug. '60	119.0		20.0		42	28	886	Rutland and Washington	8,000,000			5,000,000	3,853,000	1,423,299	10,276,299	119.0			706,817	775,569			
31 Aug. '60	47.0		2.8					Vermont Central	1,350,695			1,350,000			1,380,695	47.0							
31 Aug. '60	23.7		0.7		3	4	48	Vermont and Canada	1,212,274	89,612		516,164	793,200			23.7			45,930	8,522	105		
31 Aug. '60	54.0	10.5						Vermont Valley	1,083,500	*		332,000	700,000		1,083,500	54.0							
31 Aug. '60								Western Vermont															
31 Aug. '59	41.3			122.1				VIRGINIA.															
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194	77.8			136,302	43,062			
30 Sep. '59	79.2		4.8		5	2	75	Manassas Gap	2,942,548	210,680		2,989,861	775,500	118,789		113.7	703,034	136,302	43,062				
30 Sep. '59	103.5							Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161		103.5			54,121	16,332			
30 Sep. '60	88.3	68.4	10.0		16	16	175	Northwestern Virginia	5,322,150	*		468,605	5,719,229			88.3			345,427	248,004			
30 Sep. '59	123.3	10.1			19	13	279	Orange and Alexandria	3,040,636	374,996		2,063,655	2,517,500	500,056		123.3			270,846	450,427			
30 Sep. '59	59.2	21.3			14	17	431	Petersburg and Lynchburg	1,223,526	*		1,365,300	1,851,500	292,842	4,745,256	59.2			410,166	201,344			
30 Sep. '59	140.5	2.7	12.0		28	30	418	Petersburg															

New York Stock Exchange.
Highest Sale Prices for the week ending Jan. 29.
Th. 23. F. 24. Sat. 25. M. 27. Tu. 28. W. 29.

FEDERAL STOCKS:—				
U. S. 6s, 1871	79½	79½	79½	79½
U. S. 6s, 1874	80	80	80	79
U. S. 6s, 1885	86½	86½	86½	86½
U. S. 6s, 1881, reg.	89	88½	88½	88½
U. S. 6s, 1881, cou.	89½	89½	89	89½
U. S. 6s, 1882	90	89	89	89
U. S. 6s, 1887	90	89	89	89
U. S. 6s, 1888	90	89	89	89
STATE STOCKS:—				
California 7s	79½	80	80½	81½
Georgia 7s	80	80	80½	81½
Illinois Coupon bonds 80½	81	81	80	80½
" Canal bonds	78	79	79½	79½
Indiana 6s	73	72	72	72
Kentucky 6s	73	72	72	72
Louisiana 6s	73	72	72	72
Maryland 6s	73	72	72	72
Michigan 6s	80	80	80½	81½
Minnesota 8s	80	80½	80½	81½
Missouri 6s	42½	42½	42½	42½
Do. Iss. to H. & St. J. R. 49	49	49	49	50
New York 6s, 1866	99	99	99	99
North Carolina 6s	62½	62½	61	60½
South Carolina 6s	62½	62½	61	60½
Ohio 6s	93½	93½	93	93
Tennessee 6s, 1880	44½	44½	45	44½
Virginia 6s	50	50	50	51

RAILROAD SHARES:—				
Buffalo & State Line	120	120	120	120
Chicago, Burl. and Q.	62	62	62	62½
Chicago and Rock Isl.	54½	55½	55½	54½
Clev., Col. and Cin.	105½	105½	105½	105½
Clev. and Pittsburg	16	16	16	16½
Clev. and Toledo	38½	38½	39	39½
Del., Lack. and West.	38½	38½	39	39½
Galena and Chicago	68	68	68	68
Hudson River	39	38½	38½	38½
Illinois Central (scrip)	62½	63	62	61½
Michigan Central	54½	55	56	52
M. S. and N. I. guar'd.	41	40½	41	41½
M. S. and N. I.	20½	21	21	20½
Mil. and P. du Chien	21	21½	21	21
M. and P. du C. 1st pref.	76	76	76	76
M. and P. du C. 2d pref.	76	76	76	76
New Jersey	119	119	119	119
New Jersey Central	83½	83½	83½	83½
New York Central	84	83½	83½	83½
Erie	35½	35½	35	34½
Erie pref.	58½	58	57½	58
Erie Assessment Scrip	12	12	12	12
N. York and Harlem	13	13	13	13
N. Y. and H. "pref."	31	31	31	30½
Panama	113½	113½	112½	112½
Phila. and Reading	39½	39½	39½	40

RAILROAD BONDS:—				
Buff. N. Y. & Erie 1 M.	76	76	76	76
Chic. and N. W. 1st M.	41½	41½	41½	41½
" 2d M.	41½	41½	41½	41½
" S. F.	87	87	87	87
Chic. & Tol. S. F. 7 p.c. '85	82	82	82	83
Chi., Bur. and Q. 8 p.c.	97	97	97	97
Chi. and R. I. 1st M. '70 97	98	98	98	98
D. L. & W. 1 M. 8 p.c. '71-5	94	94	94	94
" 2 M. 8 p.c. '81	94	94	94	94
Gal. and Oh. 1 M. 8 p.c. '63	103	103	103	103
" 2 M. 8 p.c. '75	103	103	103	103
Hann. & St. J. 1 M. 8s	108½	108½	108½	109
Hudson R. 1 M. 7 p.c. '69	108	108	108	108
" 2 M. 7 p.c. '60	85	85	85	85
" 3 M. 7 p.c. '75 83	85	85	85	85
" sink. fund.	85	85	85	85
Illinois Centr. 7 p.c. '75	78½	78½	78½	78½
" 6 p.c. '75	78½	78½	78½	78½
L. Erie & Wab. 1 M. 79½	43½	43½	43½	43½
" 2 M. 44	43½	43½	43½	43½
La Crosse & Mil. L. G.	89	89	89	89
Mil. and P. du C. 1st M. 87½	96	96	96	96
Mich. Cen. S. F. 8 p.c. '82 91½	99	99	99	99
" conv. 8 p.c. '69	88	88	88	88
Mich. Southern 1st M.	88	88	88	88
" 2d M. Ass. 65	84½	84½	84½	84½
" S. F.	85	85	85	85
M. S. & N. I. 1 M. S. F.	95	95	95	95
" 2 M. 8 p.c. '77	95	95	95	95
Northern Ind. 1 M.	95	95	95	95
" 2 M.	95	95	95	95
N. J. Central 1st M.	95	95	95	95
" 2d M.	95	95	95	95
N. Y. C. 6 p.c. certif. '83	101½	101½	101½	101½
" 1 M. 7 p.c. '64	104½	104½	104½	104½
" bonds 1876	104½	104½	104½	104½
N. Y. & E. 1 M. 7 p.c. '67	104½	104½	104½	104½
" 2 M. 7 p.c. '64	79½	79½	79½	79½
" 3 M. 7 p.c. '83	79½	79½	79½	79½
" 4 M. 7 p.c. '80 78	79½	79½	79½	79½
" 5 M. 7 p.c. '83	79½	79½	79½	79½
" conv. 7 p.c. '62	79½	79½	79½	79½
" 7 p.c. '71	79½	79½	79½	79½
" S. F. '75	79½	79½	79½	79½
N. Y. & H. 1 M. 7 p.c. '73 100	100	100	100	101
" 2 M. 7 p.c. '64	100	100	100	100
" 3 M. 7 p.c. '67	100	100	100	100

MISCELLANEOUS:—				
Del. and Hud. Canal	90½	90½	90½	92
Penn'a Coal Co.	99	99	99	99
Pacific Mail S. S. Co.	99	99	99	99½

The following are the closing prices in the London Market on the 10th January:

United States 5s, 1874	69	to	71
Virginia 6s	46	"	48
Erie shares, ex assessment scrip	28	"	29
Erie shares, 7 per cent. preference	49	"	50
Erie shares, assessment scrip	1½	"	2
Illinois Central 6s, 1875	x. c.	74	" 78
Illinois Central 7s, 1875	79½	"	80½
Illinois Central \$100 shares, \$80 paid, dis.	42	"	44
Illinois Central, all paid	56	"	58
Michigan Central 8s, Convertible, 1869	80	"	85
Michigan Central Sinking Fund 8s, 1882. x. c.	82	"	86
Michigan South. and North. Indiana 7s, 1885.	82	"	86
New York Central 6s, 1883	78	"	82
New York Central 7s, 1884	85	"	90
New York Central 7s, 1876	85	"	90
New York Central 7s, 1876	85	"	90
New York Central \$100 shares	70	"	74
New York and Erie 7s, 1867	85	"	90
New York and Erie, 2d mort., 1869	x. c.	83	" 88
New York and Erie, 3d mort., '83, assessed	76	"	78
New York and Erie Bonds, 1862, '71, '75	76	"	78
New York and Erie shares, assessed	76	"	78
Panama, 1st mortgage 7s, 1865	97	"	100
Panama, 2d mortgage 7s, 1872	x. c.	95	" 100
Pennsylvania Central 6s	82	"	83
Pennsylvania Central 2d mortgage	81	"	83
Pennsylvania Central \$50 shares	28	"	30
Philadelphia and Reading \$50 shares	14	"	18

American Railroad Journal.

Saturday, February 1, 1862.

Share and Money Market.

The buoyancy of the Stock Market at the commencement of the week, caused in a measure by the favorable news from Europe, responsive to the release of the rebel commissions, was slightly checked on Tuesday by rumors that the Burnside Expedition had resulted disastrously. But the publication of the official report on Wednesday had a favorable influence on the market, gave renewed confidence to operators, and prices were firm in consequence, nearly all the leading railway shares advancing from ½ to 2 per cent. over the quotations of the previous day. The most marked change was in Cleveland and Toledo, which, after varying from 35 to 38 for several weeks' past, rose to 42½ under a rumor that a dividend was impending. We learn that the floating debt of this company has been reduced to \$130,000, with a largely increasing traffic. A meeting of the directors has just been held in this city, at which an agreement for the final settlement of the suits pending in the Supreme Court of Ohio against it, to compel it to maintain and run that portion of the Northern Division of the road west of Sandusky (which had been recently negotiated by the officers of the company), was approved. The terms of the adjustment provide for running a portion of its trains by way of Sandusky and Clyde, thus relieving the company from the maintenance of the road west of Sandusky, by way of Port Clinton. This arrangement harmonizes the interests of the towns on each division, and satisfies local interests and feelings, and removes an incubus which has hitherto been hanging over the company.

Gold is quoted at 103 and 103½, with moderate transactions. The foreign exchanges closed weak for Wednesday's Steamer—large sales of banker's sterling having been made at 113¼ and 113½. The rates for money in what are called current funds, including U. S. notes of circulation, have fallen to 5 and 6 per cent. per annum.

The chief points of financial interest relate to the Tax and Treasury bills before Congress. At the instance of the Ways and Means Committee of the House of Representatives, both branches of Congress have almost unanimously

adopted a Joint Resolution pledging the Government to a comprehensive system of taxation, to be immediately framed and carefully adjusted in its details, which shall produce an annual sum equal to the ordinary expenses of the Government, to the prompt payment of the interest on the entire Public Debt, and to the support of a liberal Sinking Fund for the gradual liquidation of the principal of the debt. Our information from Washington, which is direct and reliable, is to the effect that the object of this Resolution will soon be embodied into a Tax Law. It affords us satisfaction to add that no party at the seat of government, and no department of our executive, is disposed to avoid or qualify the responsibility of this great and all important measure.

Our information is also derived in favor of the early passage of the Loan and Treasury Currency Bill, which contemplates all the authority asked for by the Secretary, in raising loans for the service of the present and succeeding fiscal years, and the employment of a popular circulation of United States Notes, which will be made a legal tender, convertible during the war into the 6 per cents. of the Government, and after the peace, made redeemable in gold. This issue will not exceed the sum of annual taxation levied under the system just referred to.

The following is a comparative statement of the earnings of a number of our leading railroads for December. They comprise most of the roads quoted at our Stock Exchange, Though the Mason and Slidell affair, and the success or failure of the Burnside Expedition, may cause slight fluctuations in the quotations of their shares at the Stock Exchange, other and more potent influences are at work, having a tendency to greatly increase their real value.

	1860.	1861.	Increase.
Erie	\$404,276 30	\$708,136 29	\$303,859 99
Michigan Central	129,022 26	200,133 76	71,111 50
" and P. du Chien	44,894 59	67,990 32	23,095 73
Michigan Southern	134,972 00	191,778 00	56,806 00
Buffalo, New York and Erie	36,885 09	78,049 52	41,164 43
Toledo, Wabash and Western	51,285 40	92,573 73	41,278 33
Chicago and Rock Island	72,081 00	107,839 00	35,758 00
Hudson River	220,370 19	246,282 98	25,912 79
Harlem	95,009 39	90,854 13	4,155 26
Galena and Chicago	94,859 90	118,501 00	23,642 00
Cleveland and Toledo	82,769 00	105,484 00	22,715 00
Chicago, Bar. and Quincy	132,840 47	166,191 61	33,351 14
Chicago and Northwestern	53,553 58	55,257 42	1,703 84
Norfolk and Worcester	21,113 25	29,466 44	8,353 19
Lacrosse and Milwaukee	50,866 04	69,276 45	18,410 41
* Decrease.			
	Rate of Increase, 30 per cent.	\$1,624,807 86	\$2,327,844 65
			\$707,162 05

The accumulation of private and country bank balances in our banks is the incident of the heavy export trade, which has been going on since, and in spite of, our war troubles, for the past months without anything like a corres

ponding import movement. The surplus means thus accumulated are shared, in a large measure, by our railway and other transportation companies; our ship-owners, grain factors, &c. The movement through the Erie Canal alone has placed the Treasury of the State of New York, by the tolls derived from the Canal, in a condition of independence and prosperity seldom before equalled.

The transfer books of the New York Central Railroad Company will be closed from the 1st to the 24th inst.

The coupons of the first mortgage bonds of the Central Railroad Company of New Jersey due Feb. 1, will be paid on presentation at the office of the company.

The Michigan Central Railroad Company have declared a dividend of three dollars per share payable February 5th. Payment to be made to stockholders residing in Michigan and registered at Boston, at the office of the General Receiver in Detroit; to holders of stock registered in the City of New York, at the Farmers' Loan and Trust Company; and to all others at the Treasurer's office, Boston.

The interest due February 1st on the 1st mortgage bonds of the Cleveland and Pittsburg Company will be paid at No. 25 William st., by H. C. Kingsley.

The Bellefontaine and Indiana Railroad Company's Real Estate Bonds due Jan. 1, 1861, will be paid on presentation, at the office of Messrs. Winslow, Lanier & Co., No. 52 Wall st., New York.

The interest on the second mortgage and other bonds of the Harlem road, due Feb. 1, will be paid at the Twenty-sixth st. depot.

The earning of the Eaton and Hamilton Railroad for the year 1861 were.....\$128,000
Expenses..... 92,000

Net earnings.....\$36,000

The earnings of the 138 miles of the Chicago, Burlington and Quincy Railroad proper were:
From January 1, 1860, to Jan. 1, 1861, \$1,510,423
" " " 1, 1861, " 1, 1862, 1,523,978

Increase for the 12 months of 1861.....\$13,555

The earnings of the La Crosse and Milwaukee Railroad for the year 1861 were.....\$1,070,821 86
Total earnings, 1860..... 756,475 76

Increase for 1861.....\$314,346 11

The Watertown and Rome Railroad Company, owning the Potsdam and Watertown Railroad, are building a connection between the latter place and Ogdensburg, which they expect to have completed by the 1st of July.

A company, principally of English capitalists, is organized for the purpose of constructing a railroad from Saratoga to Ogdensburg and await only a favorable issue of our political difficulties to commence its construction.

The contract between Newport, R. I. and the Newport and Fall River R. R. Co., was signed last week, and the contractors were ordered to commence operations at once, near Seaconnet river.

Railroad Earnings--Weekly.

The earnings of the Michigan Central Railroad, for the 2d week of Jan., 1862, were .. \$57,886 65
Do, 1861..... 82,497 98

Increase.....\$24,611 33

The Chicago and Rock Island Railroad earned the 2d week in January, 1862\$24,744
Do, 1861..... 18,160

Increase.....\$6,584

The earnings of the St. Louis, Alton and Chicago Railroad for the 2d week in Jan., were:

	1862.	1861.
Passengers	\$6,841 06	\$6,986 15
Freight.....	10,057 83	11,271 14
Sundries.....	855 78	855 83

Total.....\$17,754 62 \$19,113 12
Total since Jan., 1st.. 82,807 18 88,306 94

The Michigan Central earned in the 3rd week in January, 1862\$47,730 24
Do, 1861..... 32,123 87

Increase.....\$15,606 37

The earnings of the Cleveland and Toledo Railroad for the 3d week in Jan., 1862, were..\$23,834
Do, 1861..... 18,346

Increase.....\$5,488

The earnings of the Galena and Chicago Railroad the 3d week in Jan., 1862, were....\$24,147
Do, 1861..... 21,902

Increase.....\$2,245

The traffic of the Great Western Railway of Canada for the week ending Jan. 24, 1862, was as follows:

	1862.	1861.
Passenger	\$10,142 82	
Freight and live stock	39,952 46	
Mails and sundries	1,656 24	

Total.....\$51,751 53
Corresponding week of last year..... 43,760 08

Increase.....\$7,991 44

The receipts of the Grand Trunk Railway of Canada for the week ending Jan. 18, were\$72,128 20
Corresponding week, 1861..... 55,549 20

Increase.....\$16,579 00

Total traffic from Jan'y 1st, 1862....\$204,395 60
Corresponding period previous year. 136,106 28

Increase.....\$68,289 32

The Buffalo, New York and Erie Railroad Company earned for 21 days of Jan., 1862, \$42,840 71
Do, 1861..... 22,837 47

Increase.....\$20,003 24

The Chicago and Northwestern Railroad earned in the 3d week of January, 1862.....\$11,242 94
Do, 1861..... 12,243 82

Decrease.....\$1,000 88

Albany and Susquehanna Railroad.

In the State Senate on the 20th ult., Mr. Ramsey presented a bill granting aid to the Albany and Susquehanna Railroad Company, the provisions of which are, that when the road shall have been completed from Albany to Schoharie, a distance of 34 miles, and when the company shall have spent not less than \$1,000,000, they shall receive from the State \$250,000, for which a tax, 3-16 of a mill to the dollar, is to be levied; the State to receive the stock of the company to the amount of its appropriation, and not to be responsible beyond that amount. The bill also extends the time for completing the road five years.

In presenting the bill Senator Ramsey stated that the first 50 miles of the road was mostly graded and would be ready for the rails as far as Schoharie in the Spring. It was now proposed to ask the State for a small appropriation to put this part of the road in operation, and then wait till

the close of the war to complete it to Binghamton. The road in operation to that point would accommodate Schoharie and parts of Otsego County and prevent loss and injury to valuable work already done with the hard earned contributions of inhabitants along the line. The people along the line of that road expected and were prepared cheerfully to pay their proportion of the war tax—the finances of the State were in prosperous condition, the canal revenues having increased three millions within the past two years. The small amount asked for would largely increase the value of the taxable property of the State and scarcely be felt on the tax levy. The bill, he said, avoided the Constitutional objections raised by the Governor, and should it become a law, would, to a certain extent, equalize the taxes which the "sequestered regions" have, in common with the rest of the State, to bear. The bill was referred to a special Committee composed of Messrs. Ramsey, Connolly and Angle.

Railroad Earnings--Monthly.

The December earnings of the Chicago, Burlington and Quincy Railroad were as follows:

	1860.	1861.
Freight.....	\$61,308 57	\$92,833 05
Passengers.....	25,622 16	21,458 52
Mails	2,559 45	5,042 48

Total.....\$89,490 18 \$119,334 05

Between Chicago and Burlington—210 miles:

	1860.	1861.
Freight.....	\$74,613 52	\$114,487 93
Passengers.....	31,013 85	25,245 31
Mails and miscellan's. 2,925 09		5,399 56

Total.....\$108,542 46 \$145,132 80

Between Quincy and Galesburg—100 miles:

	1860.	1861.
Passengers.....	\$8,947 91	\$5,653 24
Freight.....	14,016 88	14,565 50
Mails	1,323 22	850 07

Total.....\$24,288 01 \$21,058 81

Aggregate, 310 miles, \$132,840 47 \$166,191 61

The earnings of the La Crosse and Milwaukee Railroad in December, 1861, were....\$63,276 45
Do, 1860..... 50,866 04

Increase.....\$12,410 41

Franklin Railroad.

The road is 22.50 miles in length, extending from Chambersburg, Pa., to Hagerstown, Md. The company was chartered in Pennsylvania in March, 1832, and in Maryland in the same year, with authority to construct a road in continuation of the Cumberland Valley Railroad from Chambersburg to the Maryland line, 16 miles, and thence to Hagerstown, 6½ miles. The road was built in 1833, and ironed with a light flat bar rail. Upon the completion of the road, the Company found itself so embarrassed that shortly after the rolling stock was sold by the sheriff, and the road placed in the hands of a sequestrator, who continued to operate it with horse power till 1852, when it became unsafe and unprofitable for any use, and, by authority of law, it was sold by commissioners appointed for the purpose for \$18,000, with the stipulation that it should be rebuilt with T rail within one year thereafter. The time was extended more than once, and ultimately the purchasers resold it to others, who have re-built it in a substantial manner. It was opened for business from Chambersburg to Greencastle on the 6th of February, and to Hagerstown on the 29th of February, 1860. It is operated by the Cumberland Valley Railroad Company under contract

dated January 26, 1860, the contract to terminate at any time at the option of either party upon one month's notice by the other. The tolls collected on the Franklin Railroad from Feb. 6, to Sept. 30, 1860, and from Oct. 1, 1860 to Sept. 30, 1861, were as follows:

	To Sept. 30, 1860.	To Sept. 30, 1861.	Total.
Passengers	\$8,190 64	\$25,254 46	\$33,445 10
Freight	4,311 04	16,780 52	21,091 56
	\$12,501 68	\$42,034 98	\$54,536 66

—of which the Cumberland Valley Company received in 1860, \$6,250 83—netting, after paying share expenses of operating, \$3,131 75. In 1861, the share of the Cumberland Valley was \$16,816 34. The expenses of operating were \$12,366 09—leaving a profit of \$4,450 25.

The capital stock of the Franklin Railroad Co., subscribed and paid in, is \$360,000. The funded debt consists of \$165,000 first mortgage 7 per cent. coupon bonds, dated Feb. 1, 1859, and payable Feb. 1, 1884, and coupons semi-annually in Philadelphia. Cost of road and equipment, \$525,000.

Trade of Havana.

The importations of home productions for 1861, compared with those of 1860 were as follows:

	1860.	1861.
Sugar in boxes	770,344	759,332
Sugar in bags	4,186	2,326
Coffee in bags	11,931	20,662
Molasses, hhds.	11,423	7,477
Leaf tobacco	39,848	40,075

Comparative Exportation to the U. S.:

	1860.	1861.
Sugar, boxes of	286,789	155,380
Coffee, arrobas of 25 lbs.	490	7,432
Molasses, hhds.	19,008	10,128
Tobacco, leaf, lbs.	1,643,942	1,262,785
Segars, 1,000	51,373	32,026
Beeswax, arrobas	1,207	170
Aguardiente (whiskey), pipes	716	12

Vessels arrived 1861—Spanish	638
" " " American	949
" " " other nations	536
Passengers arrived in 1859, mostly Americans, no doubt	15,518
" " " 1860	15,913
" " " 1861	11,459
Spanish troops arrived in 1859	3,829
" " " 1860	3,317
" " " 1861	7,219

Boston and Providence Railroad.

This company was chartered June 22, 1831. The construction of the first section, between Boston and Sharon, was commenced in the fall of 1832; the second section, between Sharon and Attleboro', a distance of 14 miles, in 1833, and the section between Attleboro' and Providence, 12 miles, in 1834. The road was opened from Boston to Canton, 14 miles, in 1834, and for its whole length, in June, 1835. When first constructed, the road entered the City of Providence on the eastern side. This terminus was changed in 1847 to the one occupied on the western side. The 5½ miles of the road between Providence and Pawtucket were constructed and are jointly owned with the Providence and Worcester Railroad Company—the track for this distance being used in common by both roads. The total length of the Main line from Boston to Providence, is 48.50 miles; Dedham Branch, 2.97 miles; Seekonk Branch, 1 mile—making the total length of road owned by the company 47.47 miles. The com-

pany also operated, under lease, the Stoughton Branch road, 4.04 miles, and the Easton Branch, 3.78 miles—making the total length of road operated by the company, 55.29 miles. The length of second track and sidings on the Main line and branches is 32.70 miles; on the Stoughton and Easton Branches, 0.67—making the total equivalent single track 88.66 miles. The Stoughton Branch was opened for business early in 1845; the Easton Branch in the Spring of 1855. They have both been operated since commencement by the Boston and Providence Railroad Company.

The capital stock of the company is \$3,160,000, all paid in. The funded debt of the Company, which was created in 1856, for the payment of its floating debt, amounted in the aggregate to \$174,220. Of this, \$10,000 was paid in 1860, and \$30,000 in 1861—leaving to be paid \$132,720. This is payable in instalments as follows: \$10,000 in 1862; \$30,000 in 1863; \$30,000 in 1864; \$25,000 in 1865; \$16,500 in 1866; \$6,220 in 1867; and \$15,000 in 1868. The interest is payable half-yearly in Boston.

The cost of road and equipment has been as follows, viz:

New track India st., Providence	\$13,190 28
Graduation and masonry	775,000 00
Bridges	110,840 00
Stations, buildings and fixtures	497,000 00
Land and land damages	477,939 52
Engineering	95,000 00
Seekonk Wharf and Wharf	31,655 70
Prov. and Wor. R. R. on joint account	399,904 90
Boston & Prov. R. R. in Rhode Island	150,000 00
Iron account	335,064 00
Sleeper account	43,850 40
Fence account	23,155 20
Equipment	207,400 00
	\$3,160,000 00

The earnings of this road for the fiscal year ending November 30, 1861, were:

From passengers	\$297,478 95
" freight	262,880 92
" mails	8,568 75
" rents, express interest and dividends	29,997 87
	\$588,871 49
Wood, coal and water	\$35,012 52
Repairs of road	59,000 00
" rolling stock	50,500 00
" bridges, build- ings, etc.	38,500 00
Passenger expenses	43,615 37
Freight	52,965 68
Miscellaneous	36,848 86
	316,442 43

Net earnings	\$272,429 06
Bond interest paid	\$8,113 20
Dividends 8 per cent.	252,800 00
	260,913 20
Balance	\$11,515 86

CONDENSED BALANCE SHEET.

Capital stock, 31,600 shares	\$3,160,000 00
Bond payable, 1862-'68	132,720 00
Dividends unclaimed	4,479 50
Dividends due Jan. 1, 1862	126,400 00
Cash balances due	22,105 54
Funds for renewals, etc.	87,212 64
Income balance Nov. 30, 1861	158,913 93
Total	\$3,691,831 61
Construction and equipment, as above	\$3,160,000 00
Notes receivable	112,280 30
Cash in bank	12,115 38
" balances due the Company	74,447 69
Boston and Providence R. R. shares	30,000 00
Stoughton Branch	40,000 00
Real estate	16,797 90
Do. to represent surplus and funds.	37,988 25
Materials on hand	42,841 01
Lands purchased of Boston Water Power Co., and filling in 1	165,360 08
	\$3,691,831 61

COST OF ROAD, MILEAGE, EARNINGS, EXPENSES, ETC., YEARLY.

Years.	Cost of Road and Equip't.	Miles of Road.	Pass'rs.	Freight.	Mails, etc.	Gross Earnings.	Current Earnings Ex-penses.	Dividends.
	\$		\$	\$	\$	Total.	Ex-penses.	Am't. p.c.
1835..	1,500,000	43.26	74,941	18,404	.....	93,345	59,211	34,133 ntl. ntl.
1836..	1,500,000	43.26	103,512	32,071	.....	135,583	83,719	51,864 " "
1837..	1,682,900	43.26	103,469	57,413	.....	250,882	156,238	94,644 68,356 4
1838..	1,782,000	43.26	106,974	68,140	.....	265,114	120,044	145,070 142,560 8
1839..	1,782,000	43.26	234,337	79,670	.....	313,907	193,562	120,345 142,560 8
1840..	1,782,000	43.26	184,651	63,441	4,509	202,601	143,127	59,474 124,740 7
1841..	1,782,843	43.20	162,016	71,011	7,794	230,821	122,057	108,764 106,920 6
1842..	1,892,831	43.20	163,787	62,123	10,557	236,467	112,824	123,643 108,483 6
1843..	1,914,473	43.20	157,646	68,292	7,449	233,387	125,374	108,014 110,823 6
1844..	1,926,134	43.20	189,657	87,301	6,643	283,701	113,834	169,866 111,600 6
1845..	1,964,677	43.20	232,677	108,772	9,179	350,628	197,827	152,801 130,200 7
1846..	2,109,455	43.20	230,486	110,882	19,507	360,875	169,679	191,196 172,700 8
1847..	2,544,715	46.60	226,103	118,178	19,052	363,328	175,345	187,982 174,600 7½
1848..	3,031,106	46.60	231,263	112,188	10,926	354,377	183,361	171,014 175,349 6½
1849..	3,370,269	53.00	225,640	119,442	9,249	354,331	169,905	184,426 189,600 6
1850..	3,416,232	53.00	232,321	127,705	10,701	370,727	161,930	208,797 173,800 5½
1851..	3,369,599	53.06	236,730	133,422	7,244	377,396	177,776	199,620 189,600 6
1852..	3,546,203	53.09	256,423	155,029	18,032	429,484	216,858	212,625 173,800 5½
1853..	3,576,041	55.29	299,990	190,647	17,689	508,326	231,687	226,639 205,400 6½
1854..	3,611,821	55.29	316,100	214,594	14,135	544,329	335,703	209,126 94,800 3
1855..	3,667,154	55.29	316,434	225,823	16,414	558,671	333,186	195,485 ntl. 5½
1856..	3,659,966	55.29	346,817	264,279	21,130	632,226	337,575	294,851 173,800 5½
1857..	3,534,457	55.29	319,323	243,186	21,716	584,175	338,981	245,194 189,600 6
1858..	3,524,981	55.29	276,725	229,877	31,162	537,764	294,191	243,572 189,600 6
1859..	3,160,000	55.29	310,435	303,307	40,931	653,673	317,025	337,648 221,200 7
1860..	3,160,000	55.29	338,547	306,515	40,568	685,630	325,907	359,723 252,800 8
1861..	3,160,000	55.29	297,474	252,831	38,566	588,871	316,442	272,429 252,800 8
Total	71,951,497	1,211.14	6,294,478	3,824,678	383,153	10,502,209	5,593,368	4,908,841 3,875,703 ..
Aver.	2,664,870	45.25	233,129	141,651	14,191	388,971	207,124	181,809 143,544 5½

* Eleven months' operations.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its int. rest. S. F., Sinking Fund, "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:					Cincinnati, Hamilton and Dayton:					*Great Western, Ill.:				
Mortgage	\$300,000	7	1867	---	1st Mortgage	\$406,000	7	1867	100	1st Mortgage (W. Div. 100 m.)	\$1,041,000	10	---	---
Convert. (guar. by Dir.)	150,000	7	1863	---	2d Mortgage	950,000	7	1880	86	1st M. (E. D. 84 m.), 2d M. (W. D.)	1,350,000	7	---	---
Alabama and Miss. Rivers:					*Cincinnati, Wilm. and Zanesville:					Old Sang. and Morg. Railroad	41,000	---	---	---
State (Ala.) Loan	123,171	7	---	---	1st Mortgage	1,300,000	7	1869	---	2d Mortgage	823,000	---	---	---
Mortgage	109,500	7	---	---	2d Mortgage	574,000	7	---	---	Chattel (Equipment) Mortgage	374,426	---	---	---
Alabama and Tenn. Rivers:					3d Mortgage	158,000	7	---	---	Hannibal and St. Joseph:				
1st Mortgage convertible	833,000	7	1872	---	Income	250,500	7	---	---	Missouri State Loan (1st Lien)	3,000,000	6	---	30
2d Mortgage	225,705	8	1864	---	Tunnel Right	1,000,000	7	---	---	Land Security	5,000,000	7	1881	26
Albany, Vt. and Canada:					Cleveland and Mahoning:					Mortgage (convertible)	1,360,000	7	1883	---
1st Mortgage	500,000	7	1867	---	1st Mortgage	850,000	7	---	---	Mortgage (not convertible)	1,200,000	7	1889	---
Albany and West Stockbridge:					2d Mortgage	469,000	7	---	---	Harrisburg and Lancaster:				
Albany City (S. F.)	1,000,000	6	'66-'70	---	3d Mortgage	344,100	8	---	---	New Dollar Bonds	661,000	6	1883	93½
Androscoogin and Kenebec:					Clev., Painesville and Ashtabula:					Hartford and New Haven:				
Million Dollar Loan	468,600	6	'61-'64	70	1st Mortgage	564,000	7	1861	99	1st Mortgage	927,000	6	1873	99
\$1,100,000 Loan	538,100	6	1890	79	2d Mortgage	303,000	7	1862	---	Housatonic:				
Stock, convert. (Coupon)	710,000	6	'63-'68	---	Special (Sunbury and Erie)	500,000	7	1874	---	1st Mortgage	170,000	6	1877	---
Atlantic and St. Lawrence:					Convertible Scrip	300,000	7	1880	---	Houston and Texas Central:				
Dollar Bonds (Coupon)	988,000	6	1866	---	Cleveland and Pittsburg:					State (1st Lien) Loan	210,000	---	---	---
Sterling Bonds (Coupon)	484,000	6	1878	97	1st Mortgage (Main Line)	800,000	7	1860	73	Mortgage	125,000	7	1866	---
City of Portland Loan (Coups.)	1,500,000	6	'69-'70	---	2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64	Hudson River:				
Baltimore and Ohio:					3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	---	1st Mortgage	4,000,000	7	'69-'70	109
Maryland Sterling	8,000,000	5	1838	---	4th Mort. (M. L.) or 3d Extension	1,154,000	7	---	---	2d Mortgage	2,000,000	7	1860	97
Mortgage Coupon	700,000	6	1880	68	Clev., Columbus and Cin.					3d Mortgage	1,840,000	7	1875	85½
"	1,128,500	6	1875	71	1st Mortgage, Coupon	509,000	7	64-'90	---	Convertible	1,002,000	7	1867	70
"	1,000,000	6	1867	81	Cleveland and Toledo:					Illinois Central:				
Balt. City Loan	5,000,000	6	1890	---	Junction 1st Mortgage 1st Div.	359,000	7	1867	65	Optional Right Scrip	28,000	7	1868	64
Bellefontaine and Ind. (1 Jan. '60):					Junction 1st Mortgage 2d Div.	263,000	7	1872	65	Construction	12,885,000	7	1875	91
1st Mortgage convertible	791,000	7	1866	55	Junction 2d Mortgage	265,000	7	1862	---	Construction	4,115,000	6	1875	91
2d Mortgage	157,000	7	1870	---	Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75	Debutenres	42,740	7	---	---
Belvidere Delaware:					Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75	Indiana Central:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	---	Junction Income	44,500	7	1862	---	1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage (do.)	500,000	6	1885	---	C. and T. Income Mortgage	126,500	7	1863	75	2d Mortgage	284,500	10	---	87
3d Mortgage (do.)	581,000	6	1877	---	C. and T. Income (convertible)	300,000	7	1864	---	Income	281,500	10	---	75
Black River and Utica:					C. and T. Income (convertible)	296,000	7	1864	---	Indianapolis and Cincinnati:				
1st Mortgage	370,000	7	1869	---	C. and T. Dividend (convert.)	168,610	7	1865	75	1st Mortgage	500,000	7	1866	80
Boston Concord and Montreal:					C. and T. Income (convertible)	42,000	7	1870	---	2d Mortgage	400,000	7	---	75
1st Mortgage	200,000	6	1870	---	C. and T. (S. F.) Mortgage	1,173,000	7	1885	83	Real Estate Mortgage	200,000	7	1868	68
2d Mortgage	300,000	7	1870	---	Columbus and Xenia:					Ind., Pittab. and Clev. (1 Jan. '60):				
3d Mortgage Coupons	160,000	6	---	---	Dividend (due 1860, '61, '62, '66)	272,700	var.	92	---	1st Mortgage	650,500	7	1870	---
4th Mortgage Coupons	200,000	7	---	---	Connecticut River:					2d Mortgage	314,000	7	---	---
Sinking Fund	200,000	6	---	---	Mortgage	250,000	6	1878	---	Jeffersonville:				
Boston and Lowell:					Connecticut and Passump. Rivers:					1st Mortgage	289,000	7	1861	75
Mortgage	400,000	6	1873	---	1st Mortgage	800,000	---	---	---	2d Mortgage	392,000	7	1873	70
Boston and Worcester:					Cumberland Valley:					*Kennebec and Portland:				
Mortgage (plain)	100,000	6	1860	---	1st Mortgage	116,500	---	---	---	1st Mortgage (City and Town)	800,000	6	1870	---
Mortgage (convertible)	500,000	6	1860	---	2d Mortgage	97,000	---	---	---	2d Mortgage	230,000	6	1861	---
Buffalo and State Line:					Dayton and Michigan (1 Ap. '60):					3d Mortgage	250,000	6	1862	---
1st Mortgage	500,000	7	1866	95	1st Mortgage	300,000	8	---	---	*Kentucky Centr. (Cov. and Lex.)				
Income in '59, '60, '62	200,000	7	var.	---	2d Mortgage	2,212,000	8	---	---	1st Mortgage	160,000	6	---	---
Unsecured	200,000	7	1864	---	Dayton and Western:					1st Mortgage (convertible)	260,000	7	---	---
Special Erie and North-East	149,000	7	---	---	1st Mortgage	300,000	7	---	50	2d Mortgage	1,000,000	7	---	---
Burlington and Missouri:					2d Mortgage	---	7	---	40	3d Mortgage	600,000	7	---	---
1st Mort. on 1st Division	590,000	---	---	---	Delaware:					Guaranteed by Covington	200,000	6	---	---
Cairo and Fulton (Mo.):					1st Mortgage	500,000	---	---	80	Cincinnati (exchanged)	100,000	6	---	---
State (Mo.) Loan	650,000	6	'78-'79	---	Guaranteed	65,000	---	---	---	Keokuk, Ft. D. Moines and Minn.:				
Camden and Amboy:					State Loan	170,000	---	---	---	City of Keokuk, 20 years	400,000	8	---	---
Mortgage	367,000	6	1864	97	Delaware, Lackawanna and W'n:					City of Keokuk, (special tax)	150,000	10	---	---
Mort. (chgd from Sterl'g)	888,000	5	1864	97	1st Mortgage	900,000	---	---	---	Lee County, 20 years	150,000	8	---	---
Mortgage	800,000	6	1849	---	1st Mortgage (E. Extension)	1,500,000	---	---	---	City of Keokuk	200,000	8	---	---
Mortgage	1,700,000	6	1875	84½	2d Mortgage	2,000,000	---	---	---	Henry and Louisa Company's	50,000	8	---	---
Sterling (\$210,000)	1,008,000	5	1864	---	Income (due 1862, '65 and '67)	265,416	var.	88	---	Leigh Valley:				
Sterling (\$225,000)	1,030,000	6	1864	---	Detroit and Milwaukee:					1st Mortgage	1,500,900	6	---	90½
New Loan (iss'd \$337,000)	2,500,000	6	1887	---	1st Mortgage (convertible)	2,500,000	7	1875	---	La Crosse and Milwaukee:				
1st Mortgage	1,500,000	7	1865	32	2d Mortgage	1,000,000	8	1866	---	1st Mortgage (Eastern Div.)	903,000	†	---	---
2d Mortgage	300,000	7	1865	---	3d Mortgage (convertible)	750,000	10	1863	---	2d Mortgage (Eastern Div.)	1,000,000	†	---	---
Cayuga and Susquehanna:					4th Mortgage (G. W. R. K.)	500,000	8	---	---	1st Land Grant (Western Div.)	4,000,000	†	---	12½
1st Mortgage	300,000	7	1865	---	Dubuque and Pacific:					2d Land Grant (Western Div.)	353,600	†	---	12½
Central of Georgia:					New Construction	800,000	---	---	---	3d Mortgage (whole road)	1,700,000	†	---	---
Mortgage	86,067	7	1863	---	Dubuque Western:					Farm Mortgage	1,087,700	†	---	---
Central of New Jersey:					1st Mortgage	344,000	†	---	---	Unsecured Bonds	1,785,000	†	---	---
1st Mortgage	1,400,000	7	'65-'70	104½	Income (due \$75,000 annually)	300,000	6	var.	---	Lexington and Frankfort:				
2d Mortgage	600,000	7	1875	100	2d Mortgage (convertible)	710,000	5	1872	98	Mortgage, due 1864, '69 and '74	130,000	6	---	---
Central Ohio:					3d Mortgage (convertible)	445,000	6	1872	100	Little Miami:				
1st Mortgage	450,000	7	1861	62½	1st M. (State) \$75,000 a y'r after '65	500,000	5	var.	---	Mortgage (Coupon)	1,300,000	6	1883	83
2d Mortgage	800,000	7	1864	43	East Tennessee and Georgia:					Long Island:				
3d Mortgage	800,000	7	1865	63	State, 1st Mortgage	970,000	---	---	---	1st Mortgage	500,000	6	1870	80
4th Mortgage (S. F.)	950,000	7	1885	---	Endorsed by State of Tennessee	150,000	---	---	---	Extension Bonds	175,000	7	1890	---
Charleston and Savannah:					Mortgage (ordinary)	790,688	---	---	---	Louisville and Frankfort:				
1st Mortgage (endorsed)	510,000	6	---	---	East Tennessee and Virginia:					Louisville Loan	174,000	---	---	---
2d Mortgage	1,000,000	7	---	---	State, 1st Lien	1,602,000	---	---	---	1st Mortgage	248,000	---	---	---
Cheshire:					Endorsed by State of Tennessee	200,000	---	---	---	Louisville and Nashville:				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	---	1st Mortgage (after State)	100,000	---	---	---	State (Tenn.), 1st Lien	300,000	6	---	---
Chicago, Burlington & Quincy:					Redeemable in Stock	66,950	---	---	---	1st Mortgage	2,000,000	7	---	---
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	97	Eaton and Hamilton:					Lebanon Branch 1st Mortgage	400,000	7	var.	---
Consolidated 2d Mort. (S. F.)	813,000	8	1890	97	1st Mortgage	757,734	†	var.	---	Memphis Branch 1st Mortgage	500,000	7	var.	---
Chic. and Aur. 1st Mort.	399,000	7	1867	---	Erie and North-East:					McMinnville and Manchester:				
Ch. and Aur. 2d M. (S. F.)	303,000	7	1899	---	Exchanged for Buff. and St. L.	149,000	---	---	---	State (Tenn.)	372,000	6	---	---
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	---	Florida:					Mortgage	24,000	7	---	---
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	---	Internal Improvement (State)	1,655,000	7	1891	---	Mortgage	10,000	6	---	---
Chicago, Alton and St. Louis:					Free Land, 2d Mortgage	1,600,000	8	1891	---	Madison and Indianapolis:				
1st Mortgage	---	---	---	---	Florida and Alabama:					Mortgage	600,000	7	1861	---
2d Mortgage	---	---	---	---	Internal Improvement (State)	---	7	1891	---	*Marietta and Cincinnati:				
3d Mortgage	---	---	---	---	Free Land, 2d Mortgage	---	8	1891	---	1st Mortgage (convertible)	2,500,000	7	1868	---
Chicago and Milwaukee:					Florida, Atlantic and Gulf Centr.					2d Mortgage	2,000,000	7	---	---
1st Mortgage (convertible)	700,000	7	1874	70	Internal Improvement (State)	300,000	7	1891	---	3d Mortgage	1,500,000	7	---	---
Real Estate	188,864	7	1868	---	Free Land, 2d Mortgage	200,000	8	1891	---	Sterling Income	333,000	4	---	---
Chicago and Rock Island:					Fox River Valley:					Domestic	923,617	---	'60-'62	---
1st Mortgage	2,000,000	7	1870	98	1st Mortgage	400,000	†	---	---	Memphis and Charleston:				
2d Mortgage	---	---	---	---	2d Mortgage	180,000	---	---	---	State (Tenn.) Loan	1,100,000	6	1880	---
Chicago and Northwestern:					Galena and Chicago Union:					1st Mortgage	1,600,000	7	---	---
Sinking Fund Preferred	1,250,000	7	---	87	1st Mortgage (3d Div.) Coupon	422,000	7	'62-'63	100	Memphis, Clarksv. and Louisv.:				
1st Mortgage	8,000,000	7	---	41½	1st Mortgage (S. F.) Coupon									

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:					N. York, Providence and Boston:					Racine and Mississippi:				
State (Tenn.) Loan.....	\$1,340,000	6	-----	-----	1st Mortgage.....	\$331,000	6	-----	-----	1st Mortgage (Eastern Division)	\$680,000	8	-----	-----
Michigan Central:					North Carolina:					1st Mortgage (West'n Division)	757,000	8	-----	-----
1st Mortgage Sterling.....	467,489	6	1872	90	State Loan.....	2,000,000	6	-----	-----	Raleigh and Gaston:				
1st Mortgage 8 1/2% (convertible).....	500,000	8	1869	98	State Loan.....	1,000,000	6	-----	-----	Coupon.....	100,000	-----	1862	-----
1st Mortgage (unconvertible).....	250,000	8	1860	98	North-Eastern (S. C.):					Rensselaer and Saratoga:				
1st Mortgage (convert.) Dollar.....	2,598,000	8	1869	97	1st Mortgage.....	700,000	-----	-----	-----	1st Mortgage.....	-----	7	1863	-----
1st Mortgage (S. F.), convertible.....	4,153,000	8	1882	96	2d Mortgage.....	224,500	-----	-----	-----	Richmond and Danville:				
Mich. Southern and N'n Indiana:					Real Estate.....	35,910	-----	-----	-----	State (Va.) Loan (34 years).....	600,000	6	var.	-----
Michigan Southern, 1st.....	991,000	7	1860	90	Northern Central:					Guaranteed by State	200,000	7	1875	-----
Northern Indiana, 1st.....	953,000	7	1861	88	Balt. and Susq. R. R. (Coupons)	150,000	6	1866	-----	Mortgage (Coupon)	250,000	7	1859	-----
Erie and Kalamazoo.....	300,000	7	1862	90	Mt. State Loan (B. and Susq.)	150,000	6	-----	-----	Registered.....	150,000	7	1860	-----
Michigan Southern, conv.....	67,000	7	1863	90	York and Cumberland 1st Mort.	175,000	6	1870	-----	Richmond, Fred. and Potomac:				
Northern Indiana, conv.....	123,000	7	1863	81	York and Cumberland 2d Mort.	25,000	6	1871	-----	Sterling (£267,000).....	324,006	6	1860	-----
Jackson Branch.....	130,000	7	1863	88	York and C. guar. by Baltimore	500,000	6	1877	-----	Richmond and Petersburg:				
Goshen Air Line.....	1,168,000	7	1868	83	N. C. Contract.....	292,300	6	1875	-----	Coupon.....	150,000	-----	1875	-----
Detroit and Toledo.....	611,000	7	1870	70	Construction.....	2,080,500	6	1885	61	* Rutland and Burlington:				
1st General Mortgage (S. F.).....	2,850,000	7	1885	85	Northern (Ogdensburg):					1st Mortgage.....	1,800,000	7	1863	30
2d General Mortgage.....	2,465,000	7	1877	65 1/2	1st Mortgage.....	1,494,000	7 1/2	1859	63 1/2	2d Mortgage.....	937,500	7	1863	-----
* Milwaukee and Beloit:					2d Mortgage.....	5,077,000	7 1/2	1861	-----	3d Mortgage.....	436,050	7	1863	-----
1st Mortgage.....	630,000	8	-----	-----	North Missouri:					Sacramento Valley:				
Milwaukee and Chicago:					State Loan (30 years).....	4,350,000	6	-----	-----	1st Mortgage.....	400,000	10	1875	-----
1st Mortgage.....	400,000	8	-----	-----	North Pennsylvania:					2d Mortgage.....	329,000	10	1881	-----
2d Mortgage.....	200,000	7	-----	-----	Chattell Mortgage.....	2,500,000	6	1875	54	Sandusky, Dayton and Cincinnati:				
* Milwaukee and Horicon:					Northern (N. H.):	350,000	10	-----	70	Mortgage.....	125,000	10	1856	-----
1st Mortgage.....	420,000	8	-----	-----	Mortgage (due 1860, '64 and '74)	219,500	-----	var.	-----	Mortgage.....	1,097,000	7	1860	-----
2d Mortgage.....	600,000	8	-----	-----	Norwich and Worcester:					Mortgage.....	1,000,000	7	1875	-----
Milwaukee and Prairie du Chien:					Mass. State Loan.....	400,000	6	1877	-----	Sandusky, Mansfield and Newark:				
1st Mortgage (Coupon).....	2,550,000	7	1891	90	Mortgage.....	205,800	6	1860	-----	1st Mortgage.....	1,200,000	7	1866	-----
Mississippi Central:					Ohio and Mississippi (O. and Ind.):					Saratoga and Whitehall:				
1st Mortgage.....	1,007,363	7	-----	-----	1st Mortgage.....	2,193,500	†	1868	-----	1st Mortgage.....	250,000	7 1/2	1853	-----
Mississippi Central and Tenn.:					2d Mortgage.....	316,965	†	1868	-----	1st Mortgage (R. and W. Br.)	100,000	7 1/2	1856	-----
State (Tenn.) Loan.....	529,000	6	-----	-----	Construction.....	4,637,920	†	1858	17	Seaboard and Roanoke:				
Mississippi and Missouri:					Incorporate.....	3,691,185	†	1858	-----	1st Mortgage.....	300,000	7	1860	-----
1st Mortgage (convertible).....	1,000,000	7	-----	-----	Orange and Alexandria:					2d Mortgage.....	75,000	7	1870	-----
2d Mortgage (S. F.).....	400,000	8	-----	-----	1st Mortgage.....	400,000	6	1866	-----	Dividend Bonds.....	60,000	7	1856	-----
Oakalosa Division.....	1,425,000	7	-----	-----	2d Mortgage or 1st Extension	1,200,000	6	1875	-----	South Carolina:				
Land Grant.....	7,000,000	7	-----	-----	2d Extension Mortgage.....	600,000	8	1873	-----	State Loan.....	187,000	5	1868	-----
Mississippi and Tennessee:					Pacific (Mo.):					Sterling.....	183,333	6	1863	-----
Tennessee State Loan.....	98,000	6	1885	-----	State (Mo.) Loan.....	7,000,000	6	-----	-----	Sterling.....	2,000,000	6	1866	-----
Mississippi State Loan.....	202,799	6	-----	-----	State Loan (S. W. Branch)	2,800,000	6	-----	-----	Southern Mississippi:				
1st Mortgage.....	171,000	7	1876	-----	Construction.....	4,500,000	6	-----	-----	1st Mortgage.....	500,000	-----	-----	-----
Mobile and Ohio:					Panama:					South Western (Ga.):				
City (Mobile) Tax Loan.....	400,000	6	-----	-----	1st Mortgage Sterling.....	1,250,000	7	1865	100	1st Mortgage.....	631,000	-----	1875	-----
Tennessee State Loan.....	674,890	6	-----	-----	2d Mortgage Sterling.....	1,216,000	7	1872	-----	* Springfield, Mt. Vern. and Pittab.				
Alabama State Loan.....	389,410	6	-----	-----	Pennsylvania:					1st Mortgage.....	500,000	-----	-----	-----
Income.....	1,508,070	8	61-67	-----	1st Mortgage (convertible).....	4,905,000	6	1889	93 1/2	2d Mortgage.....	450,000	-----	-----	-----
Sterling.....	878,035	6	1883	-----	2d Mortgage.....	2,319,000	6	1875	84	* Steubenville and Ind. (P. C. and C.)				
Mississippi State Loan.....	200,970	6	-----	-----	2d Mortgage Sterling.....	1,957,440	6	1875	-----	1st Mortgage.....	1,500,000	7	1870	-----
Montgomery and West Point:					State Works Bonds.....	7,200,000	5	-----	78 1/2	2d Mortgage.....	900,000	7	1865	-----
Alabama State Loan.....	122,822	-----	var.	-----	Pennsylvania Coal Company:					1st Mortgage.....	2,000,000	7 1/2	-----	-----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	-----	1st Mortgage.....	600,000	7	1861	-----	2d Mortgage.....	1,535,000	7 1/2	-----	-----
Muscougee:					Penobscot and Kennebec:					3d Mortgage (Income).....	1,000,000	10 1/2	-----	-----
1st Mortgage.....	249,000	7	-----	-----	Bangor City 1st Mort. (Coupon)	780,000	6	74-75	-----	St. Louis and Iron Mountain:				
Nashville and Chattanooga:					2d Mortgage (Coupon).....	268,800	6	1876	-----	State (Mo.) Aid.....	2,501,000	-----	-----	-----
Mortgage (State endorsed).....	1,500,000	-----	-----	-----	3d Mortgage (Coupon).....	156,600	6	1871	-----	St. Louis City Subscription	500,000	-----	-----	-----
Chat. and Clev. Subsc. (endors.)	231,000	-----	-----	-----	Peoria and Oquawka:					St. Louis County Subscription	1,000,000	-----	-----	-----
* New Albany and Salem:					1st Mort. (W. Ext.) convertible.	500,000	8	1862	-----	Sanbury and Erie				
Crawfordsville.....	175,000	7	-----	-----	1st Mort. (E. Ext.) convertible.	500,000	8	1873	-----	Mortgage.....	1,000,000	7	1877	-----
1st Mortgage.....	500,000	10	-----	-----	Mortgage (due 1863 to 1872)	103,000	7	var.	-----	Mortgage (half to State).....	7,000,000	6	75-78	-----
1st Mortgage.....	2,235,000	6	-----	-----	Petersburg and Lynchburg (S. Side):					Syracuse, Binghamton and N. Y.:				
N. Hav., N. Lond. and Stonington:					State (Va.) Loan (S. F.).....	800,000	7	-----	-----	1st Mortgage Coupon.....	1,400,000	7	1876	-----
Mortgage.....	450,000	7	-----	-----	1st Mortgage (1869-70-75)	365,000	6	var.	-----	Terre Haute, Alton and St. Louis				
Mortgage.....	200,000	6	-----	-----	3d Mortgage (1862-70-72)	378,000	6	var.	-----	1st Mortgage (convertible).....	1,000,000	7 1/2	62-72	78 1/2
Extension.....	100,000	10	-----	-----	Special Mortgage (1865-68)	175,000	6	var.	-----	2d Mortgage (convertible).....	2,000,000	7 1/2	68-70	29 1/2
New Haven and Northampton:					Last Mortgage (1861 to 1869)	133,500	8	var.	-----	1st Mortgage (Bel. and Ill.).....	617,000	7	1873	-----
1st Mortgage.....	500,000	-----	1869	-----	Phila., Germant'n and Norrist'n:					2d Mortgage (Bel. and Ill.).....	494,000	7	1869	-----
New Jersey:					Consolidated Loan.....	274,800	-----	-----	-----	3d Mortgage (Bel. and Ill.).....	603,000	10 1/2	1874	-----
Company's (various).....	711,000	-----	var.	102 1/2	Loan of 1842.....	100,000	-----	-----	-----	Tennessee and Alabama:				
New London, Willim. and Palmer:					Philadelphia and Reading:					State (Tenn.) Loan.....	814,000	-----	-----	-----
1st Mortgage.....	500,000	7 1/2	-----	-----	Mortgage (S. F.).....	436,800	5	1867	91 1/2	Terre Haute and Richmond:				
2d Mortgage.....	300,000	6 1/2	-----	-----	Mortgage (S. F.).....	192,000	5	1880	88	1st Mortgage (convertible).....	220,000	7	1866	-----
N. Orlns., Jackson and Gt. North:					Mortgage (S. F.).....	2,672,300	6	1880	92	Toledo, Wabash and Western:				
State (Miss.) Loan.....	255,000	5	63-74 1/2	-----	Mortgage (convertible).....	3,103,600	6	1870	74	1st M. (L. Er. Wab. and St. Louis)	2,500,000	7 1/2	1865	79 1/2
1st Mortgage Coupon.....	2,665,000	8	1856	-----	Lebanon Valley R. R. (convert.)	1,500,000	7	1886	73 1/2	2d M. (L. Er. Wab. and St. Louis)	1,000,000	7 1/2	1869	45
N. Orlns., Opelousa and Gt. West:					Phila., Wilmington and Baltimore:					3d M. (L. Er. Wab. and St. Louis)	1,347,600	7 1/2	1891	-----
Louisiana State Loan.....	641,000	6	-----	-----	Mortgage Loan.....	2,300,000	6	1884	-----	1st Mortgage (Toledo and Ill.).....	900,000	7 1/2	1865	62
New Orleans City Subscription	1,500,000	6	-----	-----	Improvement.....	119,000	6	1863	-----	* Vermont Central:				
1st Mortgage (S. F.).....	566,000	8	1889	-----	Pittsburg and Connellsville:					1st Mortgage Coupon.....	2,000,000	7	1861	10 1/2
New York Central:					Pittsburg Subscription.....	500,000	-----	-----	-----	2d Mortgage Coupon.....	1,135,000	7	1867	1 1/2
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	101 1/2	Alleghany Co. ".....	750,000	-----	-----	-----	Virginia Central:				
State Loan—Sch'dy and Troy.....	100,000	6	1867	90 1/2	Connellsville ".....	100,000	-----	-----	-----	Mort. guaranteed by State of Va.	100,000	6	1880	85
State Loan—Rochester and Syr.	77,282	6 1/2	1861	100 1/2	McKeesport ".....	100,000	-----	-----	-----	Mortgage (coupons).....	168,000	6	1872	82 1/2
State Loan—Roch., L. and N. F.	298,000	7	1861	100 1/2	Baltimore Loan.....	1,000,000	-----	1886	-----	Mortgage (coupons).....	926,000	6	1884	-----
Stock Subscription.....	755,000	6	1883	95	Cumberland Subscription.....	200,000	-----	-----	-----	Virginia and Tennessee:				
Premium Consolidated Stock.....	7,745,000	6	1883	95	1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	-----	State (Va.) Loan.....	1,000,000	6	1887	-----
Real Estate.....	221,000	6	1883	95	Pittsburg, Ft. Wayne and Chicago:					1st Mortgage.....	500,000	6	1872	85
New Convertible.....	3,000,000	7	1864	104 1/2	1st Mortgage (O. and P.).....	1,000,000	7	1865	-----	2d or Enlarged Mortgage.....	1,000,000	6	1884	81
New York and Erie:					2d Mortgage (O. and P.).....	750,000	7	1866	-----	Balt Works Br. Mort. due '58-'61	203,000	6	var.	-----
1st Mortgage.....	3,000,000	7	1867	106	Income (O. and P.).....	1,938,000	7	1873	62 1/2	Warren (N. J.):				
2d Mortgage.....	4,000,000	7	1864	104 1/2	Bridge (O. and P.).....	207,000	7	1876	-----	1st Mortgage.....	568,500	7	1875	-----
3d Mortgage (convertible).....	6,000,000	7	1883	92	1st Mortgage (O. and L.).....	1,000,000	7	1872	-----	Watertown and Rome:				
4th Mortgage (convertible).....	3,729,000	7	1880	79 1/2	2d Mortgage (O. and L.).....	380,000	7	1873	-----	Mortgage (new bonds).....	800,000	7	1880	-----
5th Mortgage.....	1,277,000	7	1883	70 1/2	1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	-----	Western (Mass.):				
Unsecured (convertible).....	2,618,000	7	1871	60	Real Estate (F. W. and Chic.)	498,000	7	1874	-----	Sterling (£899,900).....	4,319,520	5	68-71	-----
Unsecured (convertible).....	2,443,000	7	1862	55	Mortgage, Consolidated Comp'y	2,064,000	7	18						

Synopsis of the Report of the Secretary of the Interior.

GENERAL LAND OFFICE.

On September 30, 1861, there were 55,555,595 25 acres of the public lands which had been surveyed, but not proclaimed for public sale. The kinds surveyed and offered at public sale previous to that time, and then subject to private entry, amounted to 78,662,735 64 acres, making an aggregate of public lands surveyed and ready for sale of 134,218,330 89 acres.

During the fiscal year ending June 30, 1861, and the first quarter of the current year, ending September 30, 1861, 5,289,532 31 acres have been disposed of. Of this amount, 1,021,493 77 acres have been certified to the State of Minnesota, Michigan and Louisiana, under railroad grants made by Congress; 606,094 47 acres have been certified to the States as swamp lands; 2,153,940 acres have been located with bounty land warrants, and 1,608,004 07 acres have been sold for cash, producing \$925,299 42.

It will be seen from this statement that the public lands have ceased substantially for the present, at least, to be a source of revenue to the government. The liberal manner in which the Acts of Congress, granting swamp and overflowed lands to the States, have been construed and executed, the grants of large quantities to aid in the construction of railroads and the quantity required to locate bounty land warrants for military services, have combined to reduce the cash sales to an amount but little more than sufficient to meet the expenses of our land system. The net income from sales during the last fiscal year will hardly reach the sum of \$200,000. During the last fiscal year there were certified to the States for railroad construction, under the several acts of Congress making grants for such purposes: To Minnesota, 308,871 90 acres; to Michigan, 636,061 82 acres; and to Louisiana, 76,660 45 acres. The whole amount certified to all the States, under such grants, is 9,998,497 77 acres.

The grants of swamp and overflowed lands to the States have absorbed a large amount of valuable lands, and have caused a heavy drain upon the treasury. The claims of the several States cover an aggregate of 57,895,577 40 acres.

The United States have also paid to the several States, in cash, under the indemnity act of March 2, 1855, on account of lands claimed as swamp lands, and which were sold to the United States subsequent to the date of the grant, \$276,126 50. Certificates have been issued for location upon any of the public lands subject to entry, to indemnify the States for lands claimed as swamp lands, but which had been located by bounty land warrants after the date of the grant, amounting to 145,595 92 acres. Additional claims are pending, yet undecided, for cash, \$142,435, and for lands, 301,429 acres.

The bounty land warrants and scrip issued under different acts of Congress, previous to Sept. 30, 1861, embraces an aggregate of 71,717,172 acres of land. Of this amount there have been located: For revolutionary services, 8,200,612 acres; for services in the war with Great Britain, 4,850,120 acres; for Canadian volunteers, 72,750 acres; for services in the Mexican war and other services, under the acts of 1847, 1850, 1852, and 1855, in all 51,138,970 acres, leaving yet to be located on warrants and scrip, already issued, 7,454,720 acres.

Unless Congress shall authorize the issue of additional warrants, this drain upon the public lands will soon cease.

The propriety of issuing bounty land warrants to the volunteers who have been called into service to suppress the existing insurrection, is already a subject of discussion, and must be determined by Congress. A warrant for 160 acres to each volunteer engaged in the service, would absorb over one hundred millions of acres—a much larger amount than has been issued under all previous laws. It is evident that the issue of such an amount of warrants would destroy all hope of deriving any revenue from the public lands, at least for many years. And while such a measure would

deprive the government of all income from this source, it would afford but little benefit to the volunteers. These warrants are now sold in the market at about 50 cents per acre. An addition of the large amount necessary to supply volunteers would necessarily reduce the price of them to a merely nominal sum.

The expenses of surveying private land claims in the territory acquired from Mexico, based upon grants of the Mexican Government, have heretofore been paid by the United States. These surveys have cost the government large sums. The cost of surveying one claim amounted to \$2,200; another cost the government \$1,400. The aggregate cost of surveying them has taken from the treasury a large amount of the public funds.

The valuable and extensive mineral lands owned by the government in California and New Mexico have hitherto produced no revenue. All who chose to do so have been permitted to work them without limitation.

The Territorial Governments of Colorado, Dakota, and Nevada have been successfully organized since the adjournment of the last Congress. The surveys of the public lands in the territories have already been commenced, and the lands are now open for settlement.

Congress, by an act passed May 26, 1860, authorized the appointment by the President "of a suitable person or persons" who should, in conjunction with persons to be appointed on behalf of the State of California, "run and mark the boundary lines between the Territories of the United States and the State of California." Fifty-five thousand dollars was appropriated for the performance of the work. Sylvester Mowry was appointed a commissioner on the part of the United States, and the sum of \$37,551 19 was placed at his disposal for the prosecution of the work.

Very soon after taking charge of the Department, I ascertained that the whole sum which had been placed in the hands of the Commissioner had been disposed of by him, and a large amount of drafts for additional sums had been drawn upon the department, while no progress had been made in the work beyond the fixing of one of the three initial points, viz: the intersection of the 35th parallel of north latitude with the Colorado River. The whole appropriation had been squandered while the work had been only commenced. Under these circumstances I deemed it my duty to arrest the creation of further claims against the government without authority of law, and accordingly directed the suspension of the work and a discontinuance of the services of the Commissioner. It is believed that the whole work might have been completed for the sum appropriated by Congress; but while only a small part of the work has been accomplished, the claims presented amount to nearly \$20,000 beyond the appropriation. It remains for Congress to determine whether further appropriations shall be made for the continuance of the work.

The running of the boundary lines between the Territories of the United States and the State of Texas, authorized by the act of Congress of June 5, 1858, has been completed in the field, and the office details will in a short time be finished. For this work, \$80,000 was appropriated. Of this sum \$73,250 81 had been expended on the 30th of September, 1861, leaving an unexpended balance of \$6,749 19. This balance is estimated to be sufficient for the completion of the entire work.

PATENT OFFICE.

No branch of the public service connected with this department has been so much affected by the insurrection of the Southern States as that of the Patent Office.

The receipts of the office from January 1, to September 30, 1861, were \$102,808 18; and the expenditures were \$185,291 05, showing an excess of expenditures over receipts of \$82,785 87.

During the corresponding period of the last year the receipts were \$197,848 40, being \$94,840 22 more than the receipts for the same part of this year. During the same period 3,514 appli-

cations for patents and 519 caveats have been filed, 2,581 patents have been issued, and 15 patents have been extended.

PENSION OFFICE.

The report of the Commissioner of Pensions furnishes, in detail, the operations of this bureau during the past year. The number of pensions has diminished, during the year, 575, and the amount required to pay them was \$43,246 87 less than the previous year.

The whole number of pensioners of all classes, on the rolls on the 30th of June, 1861, was 10,709, requiring for their payments an aggregate of \$957,772 08.

They were classified as follows: 4,725 invalid pensioners, receiving \$425,256 02; 63 revolutionary pensioners, receiving \$3,690 85; 2,728 widows of revolutionary soldiers, receiving \$212,548 36; 2,236 widows and orphans, half pay, receiving \$178,672; 937 navy pensioners, receiving \$137,604 85.

Schuylkill Navigation Company.

The Annual Meeting of the Stockholders of this company was recently held in Philadelphia, at which the report of the Managers for the fiscal year, ending December 31, 1861, was presented. The following is an abstract:

The trade of this Company for the year amounted to 1,386,377 tons, of which 1,183,570 were anthracite coal, and 201,807 miscellaneous articles. This exhibits a total decrease of 265,839 tons, of which 172,608 were anthracite coal, and 93,231 of miscellaneous articles. Of the whole tonnage 50,133 tons were carried on the Union Canal. The business of that Canal for the year 1860 was 46,289 tons, and it will therefore be seen that our trade has sympathized, to some extent, with the general depression of business. The income for the Company during the past year has been \$954,633 33, and is credited to the following accounts:

On anthracite coal \$842,891, and on miscellaneous articles, \$51,881 48; from the Union Canal trade, \$27,826 55; rents of real estate and water power, \$27,128 19; rents of office, \$3,164 44; interest on discounts received, \$117,142 91. The charges against the income are as follows: Cost of improvements as specified in the report of the Engineer, \$149,273 28; car and landing expenses, \$82,214 16; drawbacks allowed on anthracite coal, \$71,652 74; drawbacks allowed to boatmen, \$42,243 70; for boats and vessels, \$22,523 62; salaries of officers, clerks and collectors, \$20,010; also, \$14,267 74 and \$895 40 for damages, rents, taxes and repairs. Other current incidental charges, \$44,184 79; interest on loans, bonds, mortgages and other obligations of the Company, \$366,185 66. The result is an income of \$174,602 15—\$5,548 77 less than in the year 1860.

During the past year it was thought advisable to use steam on the barges of this Company, but after a thorough trial it did not prove economical. Animal power is therefore deemed by the managers better suited to the purpose. The tonnage in anthracite coal was about the same this year as the last. Several important improvements have been made during the past year, among which was a car lock at the head of Fairmount canal, by which the security of the canal is much increased and the passage of the boats during the high stages of the water is much facilitated; the partial removal of the widening approach to it; an improvement near the head of Manayunk canal, and strengthening the banks of that gate; the erection of a dam on the Little Schuylkill.

The expenditures have been charged to the income. The repairs and improvements on the works of this Company are such as have been pointed out as necessary or expedient, and is believed by the Managers, in their wisdom, that economy has been displayed in the expenditures. At the opening of the year it was decided that the charges on anthracite coal should be same as the previous year, (1860) until July, when additions

re to be made. The great falling off in tonnage by railroad and canal, and the general depression in the coal business, caused the managers to make no increase on the charges until September, thus causing a loss of revenue and a large falling off in the income. They feel that they have been able to render the loan and Stockholders of the Company a good report of the business during the past year, notwithstanding it has been so unpropitious to trade of every kind.

The following gentlemen were elected directors for the ensuing year:

President—FREDERICK FRALEY.

Managers—John R. Worrel, Eli K. Price, Thos. T. Lea, Richard D. Wood, Thomas Williamson, William Harmer, Joseph B. Townsend, Richard Randolph, Samuel V. Merrick, Samuel Bisham, John C. Cresson, Joshua W. Ash.

Treasurer—CHARLES W. BACON.

Secretary—WILLIAM M. TILGHMAN.

Comparative Value of Gold and Silver.

Ex-Gov. Pollock, Director of the Mint in Philadelphia, has published a circular giving the regulations of the Mint in relation to the purchase of silver bullion for coinage, the receipt of copper coins of the United States (O. S.) in exchange for cents of the new issue, and the exchange of new cents for the gold and silver coins of the United States:

The Mint price of silver, heretofore 121 cents, is now raised to 122½ cents per ounce of standard fineness. The silver offered for purchase will be weighed, melted and assayed as usual, and the standard weight determined therefrom in ounces troy to the one-hundredth part of an ounce. The receipt given at the weighing must be presented by the seller or his order. This direction will apply to the Mint at Philadelphia and the Assay Office at New York. The silver purchased for coinage will be paid for in the silver coins of the United States of less denominations than the dollar.

For the information of the public it may be stated that according to the above rate of purchase, the yield of various classes of coin or bullion will be about as follows:

Five-franc pieces.....	98.0 cents each.
Mexican and South American dollars.....	106.3 "
Old Spanish dollars.....	105.1 "
Revolutionary or "hammered" dollars, (often mistaken for the true Spanish dollar.).....	101.2 "
Half-dollar of the United States coined before 1837.....	52.2 "
The same since 1837 to the last change of standard in 1853.....	52.5 "
Spanish Quarters.....	23.5 "
Spanish Eighths.....	10.9 "
Spanish Sixteenths.....	5.0 "
Mexican Quarters.....	25.3 "

Quarter dollars are proportionately less productive of premium, while dimes and half-dimes, coined before 1837, have lost rather more by wear, on an average, than the premium would make up; those coined since 1835 to 1853 will average a premium of five per cent. on their nominal value.

German Crowns.....	112.6 cents each.
Swedish, Danish and Norwegian Crowns.....	111.4 "
Old French Crowns.....	113.9 "
German Florins.....	41.8 "
Prussian and Hanoverian Thalers.....	71.9 "

Fine silver 136 1-6th cents per ounce.

American plate, usual manufacture, 120 to 122 cents per ounce.

Genuine British plate, 125.3 cents per ounce.

The old copper cents of the United States are received at their nominal values, in even sums of five dollars and upwards, and cents of new issue given in exchange therefor; but no fractional part of that amount will be taken.

Cents of the new issue will be given in ex-

change for any of the gold or silver coin of the United States.

The reasonable expenses of transportation of the new cents, in sums of twenty dollars and upwards, to any point accessible by railroad and steamboat, will be paid by the Mint.

Norwich and Worcester Railroad.

The earnings of this road for the year ending November 30, 1861, was as follows:

Freight.....	\$166,044 54
Passengers.....	108,899 60
Mail, etc.....	13,568 08
Total.....	\$288,512 22
Expenses.....	179,886 71

Interest.....	\$108,625 51
Net earnings.....	\$67,913 37

The gross earnings of the previous year were \$358,000. The net earnings fall off about \$35,000.

The debts of the Company are as follows:

Massachusetts loan, due July 1, 1867, at six per cent.....	\$400,000 00
Less sinking fund, securely invested.....	80,000 00
Bonds for dividend scrip at 7 per cent., due 1864 and 1874.....	100,000 00
Steamboat bonds.....	200,000 00
Loan from Norwich Savings Society, \$5,000 to be paid annually.....	90,000 00
Note to Jedediah Huntington.....	13,800 00
Bills payable.....	36,271 74
Accrued interest, not due.....	16,753 81
Dividend scrip outstanding, including interest.....	6,158 56
Unpaid dividends not called for.....	3,460 00
Balance due to companies and individuals.....	5,833 60

Total debt of the company...\$791,777 21

The assets of the company are as follows:

Cash, notes and balances due the company.....	\$35,703 20
Steamboat stock and interest.....	220,100 26
Inventory of wood, iron rails out of track, and other materials paid for.....	33,457 81
Surplus real estate, not needed for the company's use, cash value..	19,674 38
Balance.....	\$482,841 56

The engines, cars and machinery, owned by the Company, are valued at this time at \$255,915 32.

There has been added during the year to this class of property two new first class passenger cars, and fifty freight cars, of 4 wheels.

Broad Top Improvement Company.

The annual meeting of this company was held in Philadelphia on the 8th ult. The following is an abstract of the report presented:

A marked improvement has taken place in the coal trade of the Broad Top Improvement Company during the year 1861. The commencement of civil war last spring paralyzed the business for some time. It was found, however, that though it had been suddenly stopped by the war, it was not destroyed.

On the contrary, it revived to such an extent that the demand for Broad Top coal became greater during the summer and fall than could be supplied. The consequence has been an increase of price. The amount of coal taken out last year would have more than doubled that removed the previous year, if cars could have been obtained to

take it away. There has been, therefore, a large increase in the receipts of this company. It is proposed to open another colliery near the Broad Top site. It is hoped this colliery can be worked to advantage, and that it will greatly increase shipments and revenue.

During the past year 17,550 tons were sent from the mines. This quantity would have been greatly added to had the demand commenced earlier in the year, and had a sufficient number of cars been furnished. A much better supply will be obtained during the present year, in consequence of the cars which the Pennsylvania and Reading roads are building for the purpose. The war having cut off the supplies of the Cumberland Valley coal, the Broad Top coal has entire possession of the market, being found equal to, or better, than the Cumberland coal.

A constant demand may therefore be expected for it. The lands of the company have increased in value, and could the necessary railroads be constructed, such a revenue would flow in as would promptly pay the interest and gradually decrease the company's debt. There are now about ten hundred thousand acres of land belonging to this company, situated in Bedford and Fulton counties. The income during the past year amounted to \$16,098 03, from rents \$8,353 66—making a total of \$25,049 69. There has been paid on interest of the debt \$4,243 75. The income from the mines ought to be from ten to twelve thousand dollars. The indebtedness of the company has been \$10,600. The assets besides the coal lands are \$43,062 71.

Managers—Henry D. Moore, Josh. B. Myers, D. Haddock, Jr., S. J. Christian, Jno. McCaules, B. W. Tingley, Thos. Caldwell, Wm. C. Flanigen, James W. Paul.

Emigration from Liverpool in 1861.

The returns of the emigration trade of this port for the past year are now completed, under the direction of the government agent, Lieutenant Prior. As usual, these documents embody a large amount of highly useful and interesting information. It appears that the total number of emigrants that left this port for the United States, British North America, the Australian colonies, Cape of Good Hope, &c., during the year just ended, was 55,029. In the previous year there was 83,774, being a decrease of 28,745. Of these there were under the act 38,879, and not under the act 16,150. From the following tabulated statements it will be seen that the numbers despatched each month during the year were:

	1860.	1861.	Decrease.	Inc.
January.....	2,746	2,173	573	—
February.....	3,316	2,588	—	272
March.....	7,750	5,266	2,484	—
April.....	11,982	11,387	595	—
May.....	12,621	8,379	4,242	—
June.....	9,247	8,757	5,490	—
July.....	7,006	3,403	3,603	—
August.....	7,859	4,430	3,429	—
September....	6,670	3,400	3,270	—
October.....	7,029	4,036	2,993	—
November.....	4,339	2,625	1,714	—
December.....	3,209	2,576	633	—

The places to which the emigrants proceeded were as follows:—United States, 139 ships, 1,365 cabin and 26,212 steerage passengers; Canada, 7 ships, 124 cabin and 1,005 steerage; New South Wales, 2 ships, 526 steerage; Victoria, 30 ships, 1,868 cabin and 9,000 steerage; South America, 1 ship, 8 cabin and 81 steerage passengers. Total cabin passengers, 1,965; steerage, 36,914. The present state of affairs in the United States has necessarily exercised an important influence on the emigration trade. This year we find that only 26,212 steerage and 1,365 cabin passengers, under the act, embarked for the United States, while in the previous year the numbers were 53,765 steerage and 2,115 cabin passengers. The June quarter this year—a period when the emigration trade, more especially with the United States, is most active—includes a return of only 16,019 passengers. The decrease on the March quarter, as compared with the corresponding period of the

previous year, was 2,785; on the June quarter, 10,327; September quarter, 10,293; December quarter, 5,340.—*Liverpool Mercury.*

Atlantic and Great Western Railway.

Mr. Reynolds, the President of the Atlantic and Great Western Railroad, has recently returned from a two months' stay at Paris, Madrid, and London, and we learn that the conferences held by him with the capitalists in those places, connected with this line of railway, have been of the most satisfactory character. Perfect cordiality and much enthusiasm are exhibited by those money-kings toward the enterprise. The shade of war in the Trent affair alone prevented an immediate advance of means and recommencement of the enterprise. As the result is, no doubt now exists of a speedy embarkation of the work, with all the appliances necessary, and the completion of the road to Ackron next Fall.—*Jamestown Journal.*

Railroad Iron.

1,200 TONS BEST QUALITY WELSH RAILS—T pattern—53 lbs. per lineal yard, for sale by
CHAS. L. PERKINS, or
E. LIVINGSTON,
54 Exchange Place.

THE NEW YORK CENTRAL RAILROAD COMPANY.—TREASURER'S OFFICE—ALBANY, Jan. 20th, 1862.—The Transfer Books of this Company will be closed at the close of business on Saturday, the first day of February next, and will be re-opened on the morning of Monday, the twenty-fourth day of February next.
JOHN V. L. PRUYN,
Treasurer pro tem.

RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y.

THE seventy-sixth semi-annual session of this well-known Institution for instruction in the Mathematical, Physical and Natural Sciences, will commence on Wednesday, Feb. 19th, 1862. A full course in Military Science is now in progress. Graduates of the Institute find no difficulty in obtaining very desirable positions as Civil, Naval and Topographical Engineers. The Annual Register, giving full particulars, can be obtained of Prof. CHARLES DROWNE, Director.

N. S. S. BEMAN, President.

Reverse Acting Tumbler LOCKS

For Railroad and other Purpose.

MADE to order and with different keys if desired. One Thousand Dollars has been offered by the inventor to any person who will pick one of their locks or get it out of order by any ordinary usage. Orders filled, samples and prices furnished by application to the **Sole Agent of the Manufacturer.**
New York, January 4, 1862

3m2

GEO. T. M. DAVIS,
47 Exchange Place.

FOR SALE.

5 Locomotives, 4 ft. 8½ in. gauge.
50 House Freight Cars, that have had but slight use.
The above are at Chicago, Ill.
January 4, 1862

3m2

Apply to GEO. T. M. DAVIS,
47 Exchange Place.

PASCAL IRON WORKS,

ESTABLISHED 1821.

MORRIS, TASKER & CO.,

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also, fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, etc.

Gas Works Castings, etc., etc.

PHILADELPHIA.

LOCOMOTIVE FOR SALE.

SMALL second hand Locomotive, usual gauge (4ft. 8½ in.) Weight, 10 tons—Drivers, 4ft. 6 in.—Cylinders 10x18 in. Fire-box, Crank and Tires nearly new, and the whole engine in excellent condition.

Also a second hand "Bradley" Snow Plow.

For sale low by

WILLIAMS & PAGE,
Boston.

51

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, Dec. 5, 1861.

At a meeting of the Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY, held at their office in New York this day, it was

Resolved, That an assessment of FIVE DOLLARS per share upon the Scrip Shares of the Capital Stock of the Company, be and the same is hereby called payable on the twentieth of January, 1862; and that the same be payable on the Stock registered in the City of New York at the office of the Company in that city; and on the Stock registered in London at the office of Messrs. ROBERT BENSON & Co., London; and that parties desiring to pay their assessment in London, may pay the same at a rate of exchange sufficient to produce five dollars per share to the Company in the City of New York.

Resolved, That the transfer books be closed on the afternoon of the 15th January next, and re-opened on the 20th day of the same month; and that no transfer be permitted, on or after that day, of shares upon which the foregoing assessment shall not have been paid.

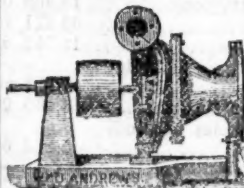
THOMAS E. WALKER, Treasurer.

The eighty-dollar certificates to be returned on payment of the above.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, Oct. 29, 1861.

HOLDERS of the stock of this Company, as registered upon the books of the company at the close of business on the 15th day of January, 1862, will be entitled to Canceled Bonds Scrip for five dollars upon each share of stock held by them deliverable on or after the 1st day of February next; and parties holding certificates are hereby notified to have the same registered in their own names on or before the said 15th day of January.

ANDREWS' PATENT Centrifugal PUMPS



ARE the best and cheapest Pumps made for RAILROAD STATIONS, MINES, FACTORIES, TANNERIES, PLANTATIONS, DRAINAGE, IRRIGATION, WRECKING, and general use.

Made entirely of metal, without working valves or rubbing surfaces, they pass sand, fine ore and gravel, without injury. Capacity from 20 Galls. to 1,000 Bbls. per minute.

For descriptive pamphlet and Price List address

WM. D. ANDREWS & BRO.,

411 Water St., New York,

GENERAL DEALERS IN

Iron, Metals, new and second hand Machinery.



Sanford's CHALLENGE HEATERS

SET IN BRICK,

PORTABLE

OR AS

FIRE PLACE HEATERS,

FOR WARMING BY ONE FIRE

WITH PURE, SOFT AIR

Dwellings, Churches, Hotels, Public

Halls, Railroad Depots, Vessels, etc.,

WITH AND WITHOUT REGISTERS.

THE MOST POWERFUL HEATERS

AND THE

Greatest Fuel Savers in the World:

With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.

SANFORD, TRUSLOW & CO.,

No. 239 and 241 Water st., N. Y.

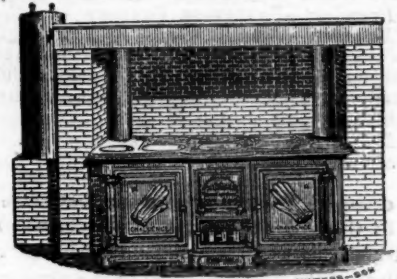
The COSMOPOLITE PARLOR RADIATOR, & GAS BURNER,



Introduced one year ago, already ranks as the **LEADING STOVE** for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired. Fire may be kept all winter with an astonishingly small supply of coal. Send for description and testimonials.

SANFORD, TRUSLOW & CO.,

No. 239 and 241 Water st., N. Y.



Challenge Air-tight KITCHEN RANGES,

May be placed in a fire-place without masonry, and with or without water-back; or may be set out on feet, as an ordinary stove.

This range, already very popular, has the **LARGEST OVEN** of any in the market; BAKES PERFECTLY, never getting brown at the bottom; BOILS, ROASTS and BAKES with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL**, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light SUMMER AND WINTER PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a **PERFECT COOKING APPARATUS**, equal to the highest price stove in the market. Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,

239 and 241 Water st., N. Y.

SANFORD'S MAMMOTH OR GLOBE HEATERS.



The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y.
This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.
The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used.

CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY

SANFORD, TRUSLOW & CO.,

No. 239 and 241 Water street, New York,

ISAIAH W. SYLVESTER,

ATTORNEY AND COUNSELLOR AT LAW,

Law Reporter for the "AMERICAN RAILROAD JOURNAL,"

No. 8 WALL STREET, NEW YORK.

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